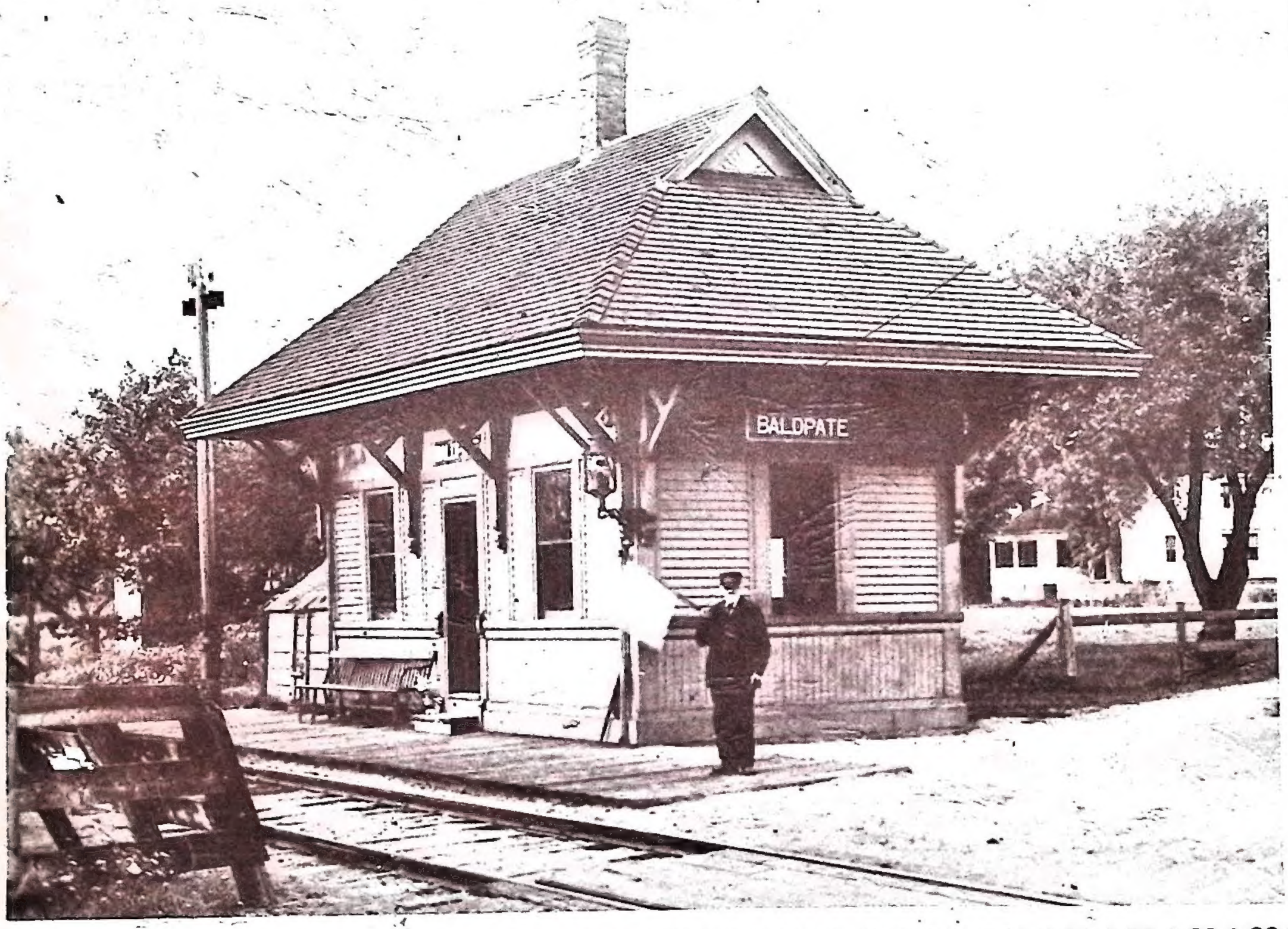
New England Towns

Depots

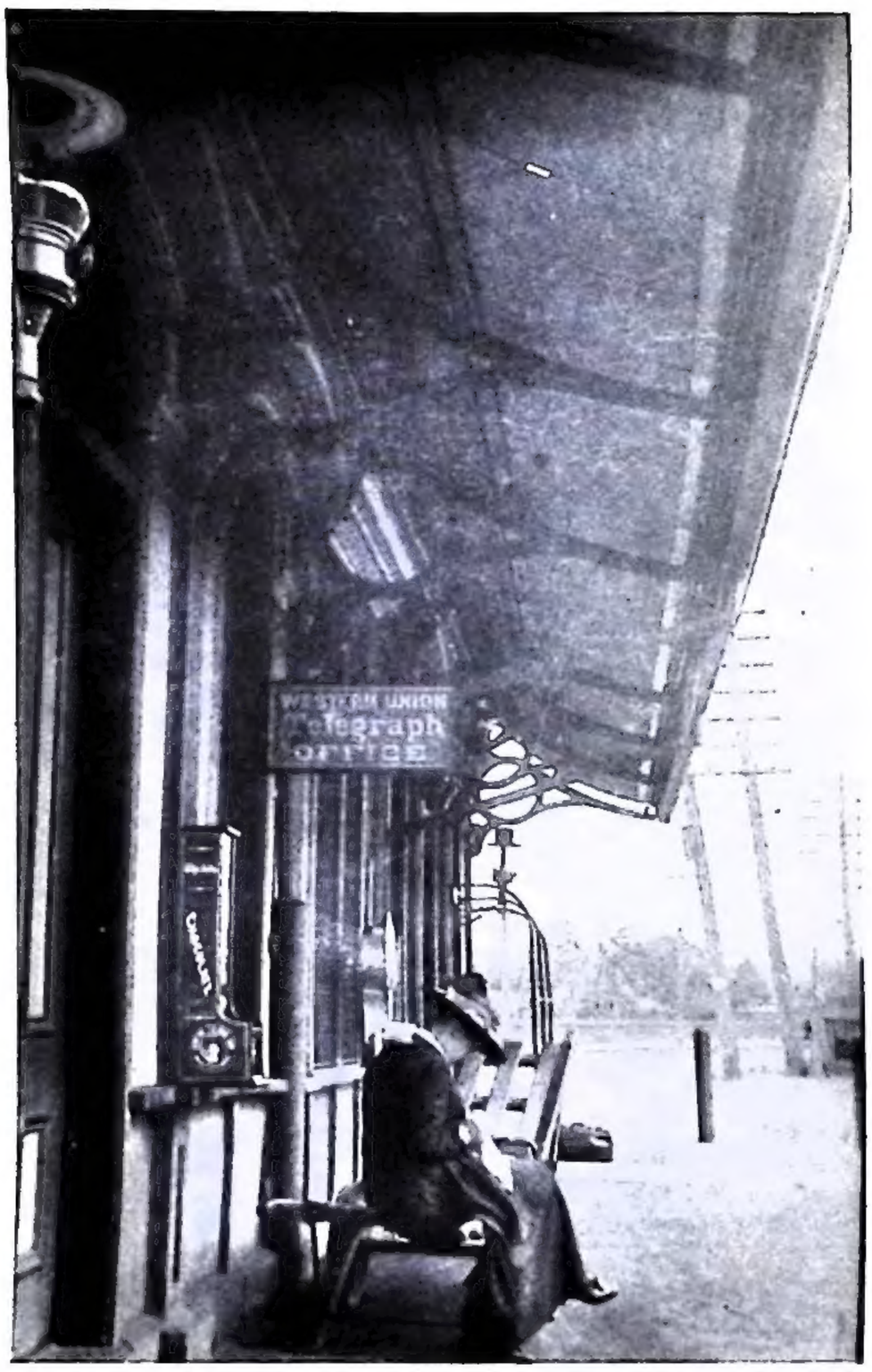


by Edward A. Lewis

New England Country Depots

by Edward A. Lewis

NEW ENGLAND COUNTRY DEPOTS



WAITING FOR THE TRAIN — WARE, MASS.

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c. 1973 by Edward A. Lewis

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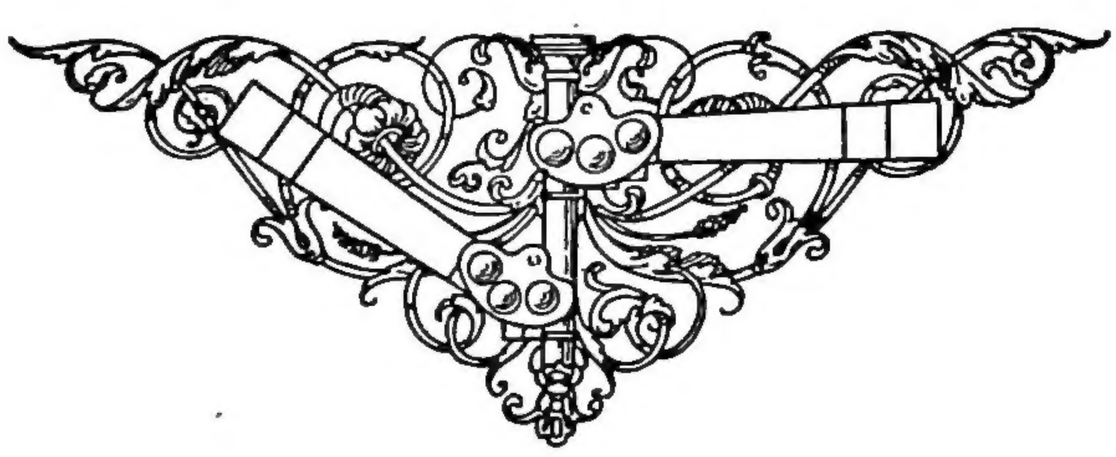
Dedication

This book is dedicated to the memory of the days when the small town depot hummed with activity – the coming and going of the local passenger trains and their passengers, baggage and express as well as the freight traffic and the Western Union telegraph wire; and to the agents and their helpers who manned these depots performing their duties with a devotion almost unknown in modern times.



Chapter 1

New England Country Depots

Back a hundred years ago or more, the coming of the railroad was a matter of great importance and any community that found itself in the path of an oncoming railroad was more often than not happy to help in every possible way. Often the town would bond itself, turning the money over to the railroad to aid in construction. Right-of-ways were donated and as the railroad neared completion, one item of great importance was the selection of a site, and the building of a depot. Often the site was donated because the land nearby was apt to become quite valuable as commerce and industry developed in the area of the depot, and often too, the community would aid in the building of the depot itself.

The depot was the image of the community. A poor frame building could not be allowed to represent a wealthy community, and likewise, a small community could not expect to see anything but a very plain station unless they helped out. For this reason, in many areas, depots are not at all similar but vary greatly in their basic design. In other areas, the railroad built all the depots to a standard design and their gangs of carpenters could erect and complete a depot in a matter of days. Remember that there was no central heating – only a pot belly stove in the agent's office and another in the waiting room; the plumbing was in a little shed out back (with a half moon on the door); and the electric was limited to some working oil lamps.

As soon as the depot was built and opened it took on great social and economic importance for the community it served. It was the place to go for news and gossip. Train time became a special event when those without a great deal to do would congregate "down at the station" to see who was going and who was coming, and to exchange stories. The telegraph in the agent's office brought news from the outside world and express and mail moved by train. The station clock was the standard of time for the community and the pot belly stove provided welcome relief from the cold in the winter. The agent was a man to be respected, for often without aid, he would sell tickets, check baggage, handle the express and freight shipments, operate the Western Union telegraph, and control the passing trains – all with accuracy, skill and care. At larger stations, he might have helpers, clerks, baggagemen, and telegraph operators, but the agent was always the representative of the railroad and the man in charge.

The invention of the gas-powered automobile brought about great changes. All of a sudden, people were no longer dependent on the schedules of the local trains. They could come and go as they pleased. Traffic declined on the railroads with every new stretch of paved road and with every new auto or truck sold. Branch line locals began to run with a few passengers and less and less express and freight and, one by one, they started to drop from the timetables. The depot quickly lost its social and economic importance and the smallest were closed starting in the twenties. Often the agent would be in charge of several "whistle stops" or flag stations, 10 or 15 miles away. As auto traffic continued to grow, more and more depots were closed and consolidated with larger stations. As traffic continued to leave the rails, it came to the point where not only the stations were closed but the railroads were abandoned and the rails taken up.

WOSTER, MASSACHUSETTS

Today there are virtually no railroad passenger trains left in New England except for some commuter trains, and some intercity trains operated by a quasi-government agency, Amtrack. Indeed, many miles of rail trackage are being operated by the bankrupt Penn Central and the bankrupt Boston & Maine. There is little question but that many branch lines will be abandoned by these two companies, if they are ever to be reorganized successfully. The other railroads will also have to prune their trackage to adjust to changing transportation needs.

Because of these changes over the years, there are very few country depots still in use by the railroads.

Most depots have been torn down to save on taxes or sold for other use and altered in their appearance. There are a few depots that are still used by the railroads or that retain their appearance and these depots are worth visiting when in the area. A brief listing of some of the more outstanding depots would include:

NORTH CONWAY, N. H. – a former Boston & Maine station now owned and maintained by the Village of North Conway. This was one of the most ornate depots in New England and its Russian architecture makes it most unusual.

SHELBURN, VT. – a former Rutland Railroad station, was moved onto the grounds of the Shelburne Museum and restored inside and out. A large collection or railroadiana is kept in the station.

NORTH BENNINGTON, VT. – another former Rutland depot that is being restored in its outside appearance and will be used for the Village offices.

PEACE DALE, R.I. – is the general office of the Naragansett Pier Railroad and is well maintained.

CATHAM, MASS. – a former New Haven station which was restored and is now a railroad museum.

CHESTER, VT. – a Rutland station now used as the general office of the Green Mountain Railroad. This brick depot retains the charm of the days around the turn of the century and even sees the arrival of passenger excursion trains from Steamtown near Bellows Falls.

WESTFIELD, MASS. – a former Boston & Albany station built of brick and stone. The depot is now used as a furniture store, however, it retains much of the atmosphere of the "old days."

LEXINGTON, MASS. – a former Boston & Maine covered depot used by a bank, but also by a daily Boston bound commuter train. This is probably the last small town covered station in New England.

BOOTHBAY, ME. – the Boothbay Railway Museum has two former Maine Central depots on its grounds. They are the Freeport and Thorndike (later used by Belfast & Moosehead Lake RR) stations and both have been restored and contain extensive displays of railroadiana. In addition museum operates a two foot gauge train similar to other such operations in Maine that were in business around the turn of the century. There are restaurants in the depots at Briston, Conn., Bennington, Vermont, and Warwick, Rhode Island.

Other stations of interest that have been altered more extensively, but are still worth visiting include: Bristol, Vt. (a private residence), Wallingford, Vt., (a fire house), Charlestown, N. H., Wolfboro, N. H. (an apartment), Madison, N. H. (a post office), Burlington, Vt. (a power company office), Forestville, Conn. (a country store) and Lakeville, Conn. (now used by the Visiting Nurse Assoc.). Many stations are also used for lumber or feed storage, or for antique stores or laundromats. The list shows great imagination.

The photos that follow are not meant to show the few remaining examples of the "good old days" as they are today, but rather as the depots were in their prime, when the railroads were the means of transportation and maintenance was regular and when, in fact, the depot played an important part in American life.

FRYE, MAINE

– on the Maine Central Railroad.

CANADIAN PACIFIC RAILWAY LINES

Not good on trains 6 and 15

X 9505

Between Stations East of Fort William

PASS Mr. W. I. Hall,
Auditor,

ACCOUNT Belfast & Moosehead Lake R.R.

EXPIRES DECEMBER 31st. 1941

Valid when Countersigned by E. Hodgskin or W. E. Merchant

D. L. Lemon
Vice-President

BANGOR AND AROOSTOOK
1912 RAILROAD COMPANY No. P1656
60-TRIP PASS

PASS Frank Elliott

ACCOUNT Car Foreman

BETWEEN Searsport & Mt. Kineo

UNTIL Oct 1-12 1912

UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

VALID WHEN COUNTERSIGNED BY F. E. CURTIS

COUNTERSIGNED BY F. E. Curtis

Percy R. Todd
VICE-PRESIDENT

BOSTON & ALBANY RAILROAD
1925 (N. Y. C. R. R. Co., LESSEE)

C 6546

PASS Mr. Russell Burroughs ---
Division Engineer
Boston & Maine Railroad

BETWEEN Springfield & Boston ------

UNTIL December 31, 1925

Unless otherwise ordered and subject to conditions on back

VALID WHEN COUNTERSIGNED BY C.W. CUMMINGS, C. O. DALES OR W. F. DANIHER

COUNTERSIGNED BY

VICE-PRESIDENT

NOT GOOD ON NOS. 25 AND 26

CENTRAL VERMONT RAILWAY CO.
1923 No. A 2386

PASS Mr. Chas. E. Graham,
Treas. & Traffic Manager,

ACCOUNT Central Railroad of Oregon,

ADDRESS New Haven REQUESTED BY RHE

OVER ENTIRE SYSTEM
UNTIL DECEMBER 31ST 1923 UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

VALID WHEN COUNTERSIGNED BY J.W. WARDLAW OR H. J. BARNES

COUNTERSIGNED

E. J. Smith
PRESIDENT

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

MAIN LINE AND BRANCHES

PASS Mr. Wm. H. Moreith Jr. Supt & Gen'l Mgr
Boston and Maine Railroad

UNTIL DEC. 31ST 1886, UNLESS OTHERWISE ORDERED, UPON CONDITION THAT HE ASSUMES ALL RISK OF DAMAGES TO PERSON AND PROPERTY.

No. 683 Wm. H. Watrous
PRESIDENT.

OVER

Pass Mr. Russell Burroughs,
Assistant Engineer,
Boston & Maine Railroad.

OVER THE Boston & Maine Railroad AND LEASED LINES

SUBJECT TO THE AGREEMENT AND CONDITIONS ENDORSED HEREON UNTIL DECEMBER 31ST 1906, UNLESS OTHERWISE ORDERED.

1906 H 97 Frank Bain
THIRD VICE-PRESIDENT AND GENERAL MANAGER

Monson Railroad.
1891.

Pass Frank M. Baker Genl Supt
Addison & Pennsylvania R.R.

During the season of 1891, unless otherwise ordered. Upon condition that he assumes all risk of accident and damage to person or property.

W. L. Estabrooke
SUPERINTENDENT.

MAINE CENTRAL RAILROAD
1941-1942 No. A 2374

PASS Mr. G. F. Starbuck***
Calculator
Boston and Maine Railroad
OVER ALL LINES

UNTIL DECEMBER 31ST, 1942, UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

COUNTERSIGNED M. L. Rhoads

VALID WHEN COUNTERSIGNED BY M. L. RHOADS OR R. A. WOODILL

PRESIDENT

NOT GOOD ON STREAMLINE TRAINS.

Chapter 2

Bangor & Aroostook

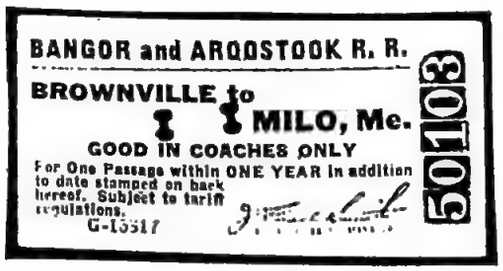
The history of the Bangor & Aroostook Railroad goes back to 1891, when the newly formed company undertook the construction of a line of railroad from Brownville to Caribou. During the next 15 years, a number of other short railroads were taken over and several branch lines built to complete the B.A.R. system as it is today.

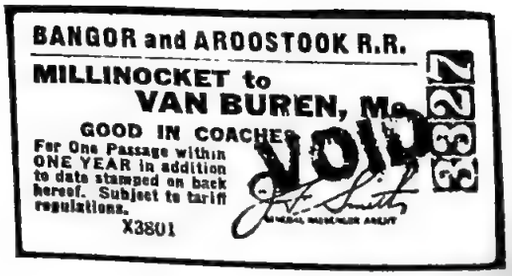
The Bangor & Aroostook is located entirely within the state of Maine, extending from Searsport on the coast to Fort Kent and Van Buren on the Canadian border.

The area served by the B.A.R. is sparsely populated and always has been, thus passengers have never been a very important source of revenue to the company. Rather, lumber, paper and paper products, and the famous Maine potatoes have provided the bulk of the revenue.

Because passengers have always been secondary, the stations are for the most part spartan frame structures designed for the freight agent and for handling freight traffic rather than for extensive passenger operations.

In recent years the B.A.R. substituted bus service for its passenger trains and one by one the trains were discontinued. Today the railroad provides the only railroad operated intercity passenger service in New England — but not on the rails, only on the highway.


BANGOR and AROOSTOOK R. R.
BROWNVILLE to
MILO, Me.
GOOD IN COACHES ONLY
For One Passage within ONE YEAR in addition to date stamped on back hereof. Subject to tariff regulations.
G-15517
50103


BANGOR and AROOSTOOK R.R.
MILLINOCKET to
VAN BUREN, Me.
GOOD IN COACHES
For One Passage within ONE YEAR in addition to date stamped on back hereof. Subject to tariff regulations.
X3801
VOID
3327

MAP OF THE

BANGOR & AROOSTOOK RAILROAD

AND CONNECTIONS

Running rights only

SEARSPORT, MAINE

— on Penobscot Bay — the southern most point on the BAR

NORTHERN MAINE JUNCTION (HERMON), MAINE

— connection with Maine Central Railroad and branch to Bangor via MC. Note the interesting twin coaling towers in this 1916 view.

LA GRANGE, MAINE

— 33.8 miles north of Bangor on the main line.

GREENVILLE, MAINE

— junction point with the Canadian Pacific Railroad at the end of the branch from Derby. TheBAR provided first class service on its trains in 1933.

HENDERSON, MAINE

— as the depot looked in 1907. Known as Brownville Jct., since about 1915.

MILLINOCKET, ME.

—81 miles north of Bangor, Millinocket was the junction of a short branch to East Millinocket. Photo from 1910.

SHERMAN, MAINE

— located 105 miles north of Bangor, Sherman is the junction for the Patten branch.

OAKFIELD, MAINE

– 124 miles north of Bangor, Oakfield is the junction for the Fort Kent and Houlton branches.

484. *The B. & A. R. R. Station at FORT KENT, Me.*

FORT KENT, MAINE

– located on the Canadian border, Fort Kent is 95 miles north of Oakfield.

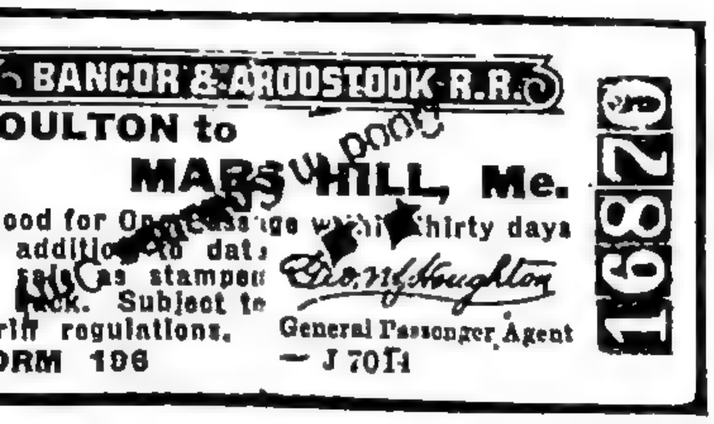
Presque Isle, Me., Bangor and Aroostook Station.

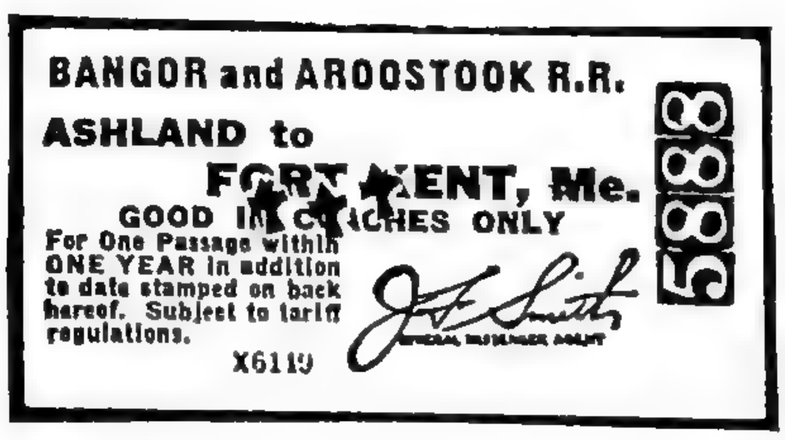
PRESQUE ISLE, MAINE

— 187 miles from Bangor on the way to Van Buren.

WASHBURN, MAINE

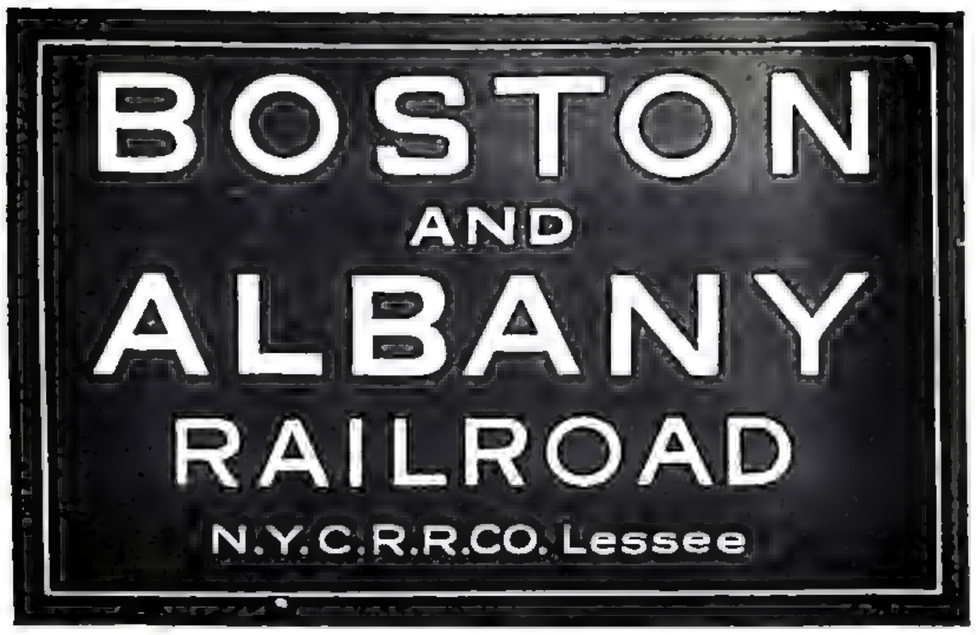
— on the Squa Pan-Van Buren branch, 26 miles east of Squa Pan.





Chapter 3

Boston & Albany



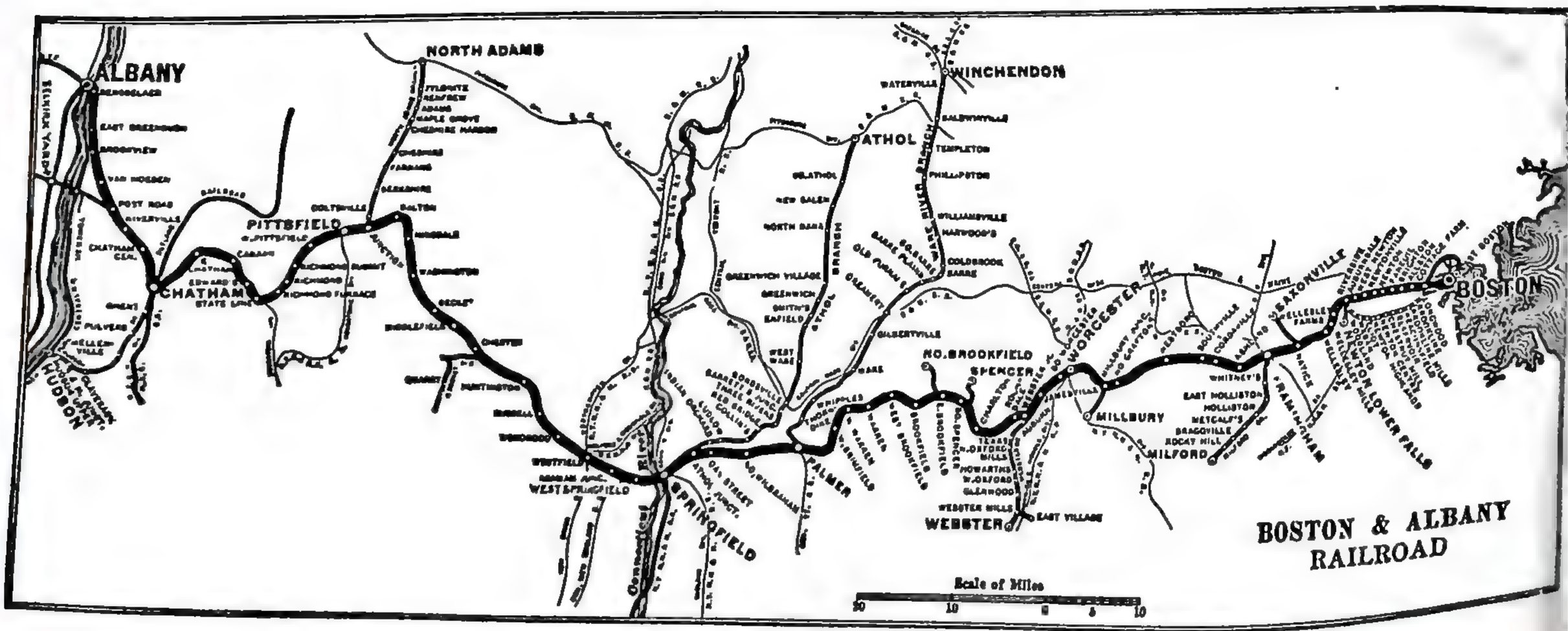
The Boston & Albany Railroad was leased by the New York Central & Hudson River Railroad on November 15, 1899. Fifteen years later, the lease was taken over by the New York Central Railroad, who retained control of the B.&A. until the merger of the New York Central Railroad with the Pennsylvania Railroad in 1968. The resulting Penn Central continues to control the B.&A. and the railroad is operated as a division of the Penn Central system (now bankrupt). As a result of these leases, the Boston & Albany has not been independently operated for more than 70 years.

The railroad extends from Albany, New York, on the west, to Boston, Maine, on the east, and has several short branches extending from the main line, some of which were independent railroads at the time of their construction.

Most of the traffic on the B.&A. is through traffic moving over the main lines between the Boston and Albany gateways. Years ago, many named passenger trains operated daily, connecting with the New York Central main line trains at Albany and carrying through cars for Chicago and other western points. Today though, the B.&A. lines are freight only.

Many of the stations on the main line were of substantial construction – stone or brick, while the branch line stations were often frame buildings of much less imposing design.

At present the Penn Central is bankrupt. Most of the stations were closed long ago by the New York Central and it is likely that all but a very few will be closed in the future. It is also likely that some of the remaining branches will also be abandoned before the reorganization of the Penn Central is completed.

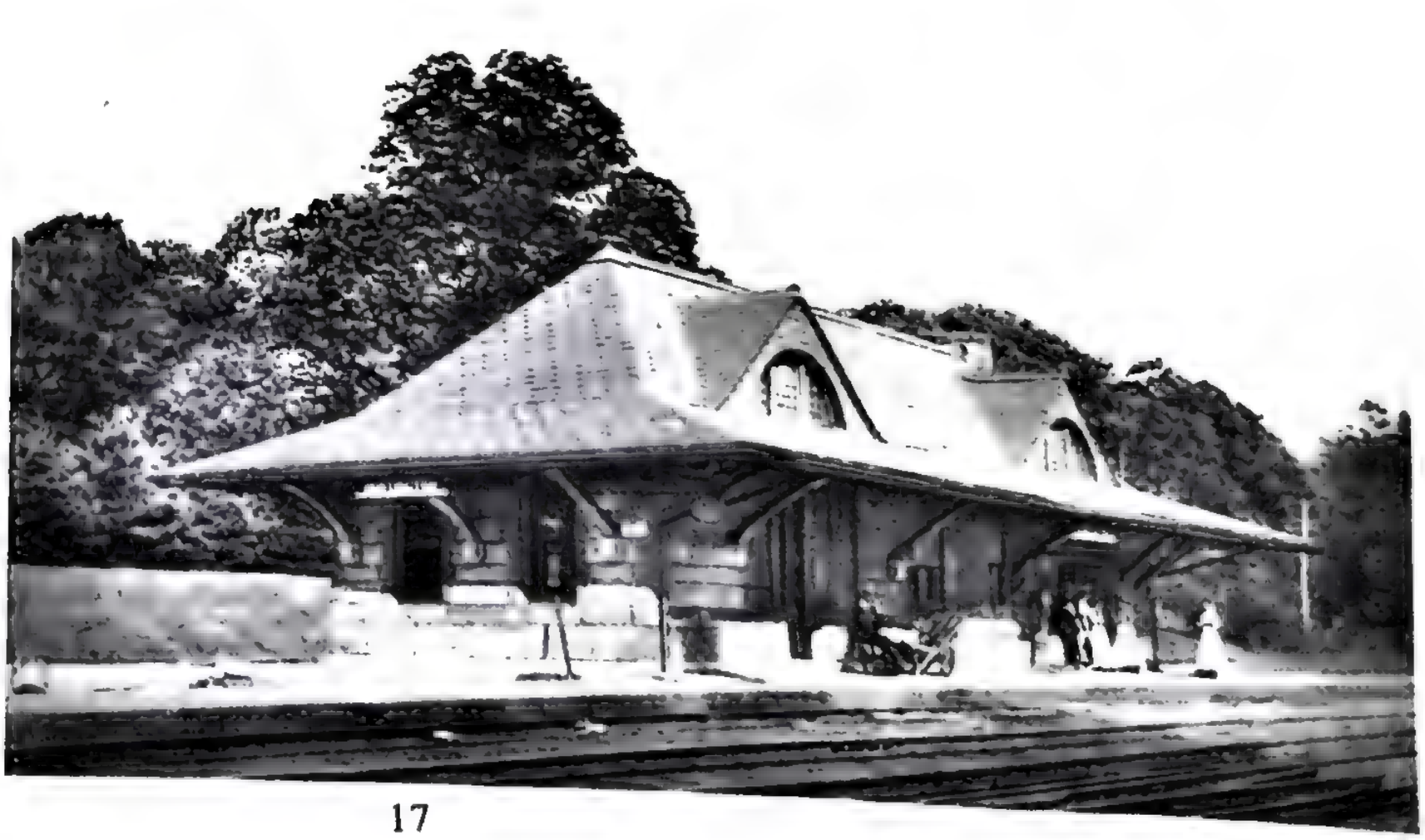


RICHMOND, MASS.

– on the main line between Pittsfield and State Line, Mass., 158 miles west of Boston.

WEST PITTSFIELD, MASS.

– on the main line west of Pittsfield, Mass.



HUNTINGTON, MASS.

– on the main line 119 miles west of Boston.

WESTFIELD, MASS.

— on the main line 108 miles west of Boston. The depot is now a fine furniture store.

ATHOL BRANCH STATIONS

COLLINS, MASS.

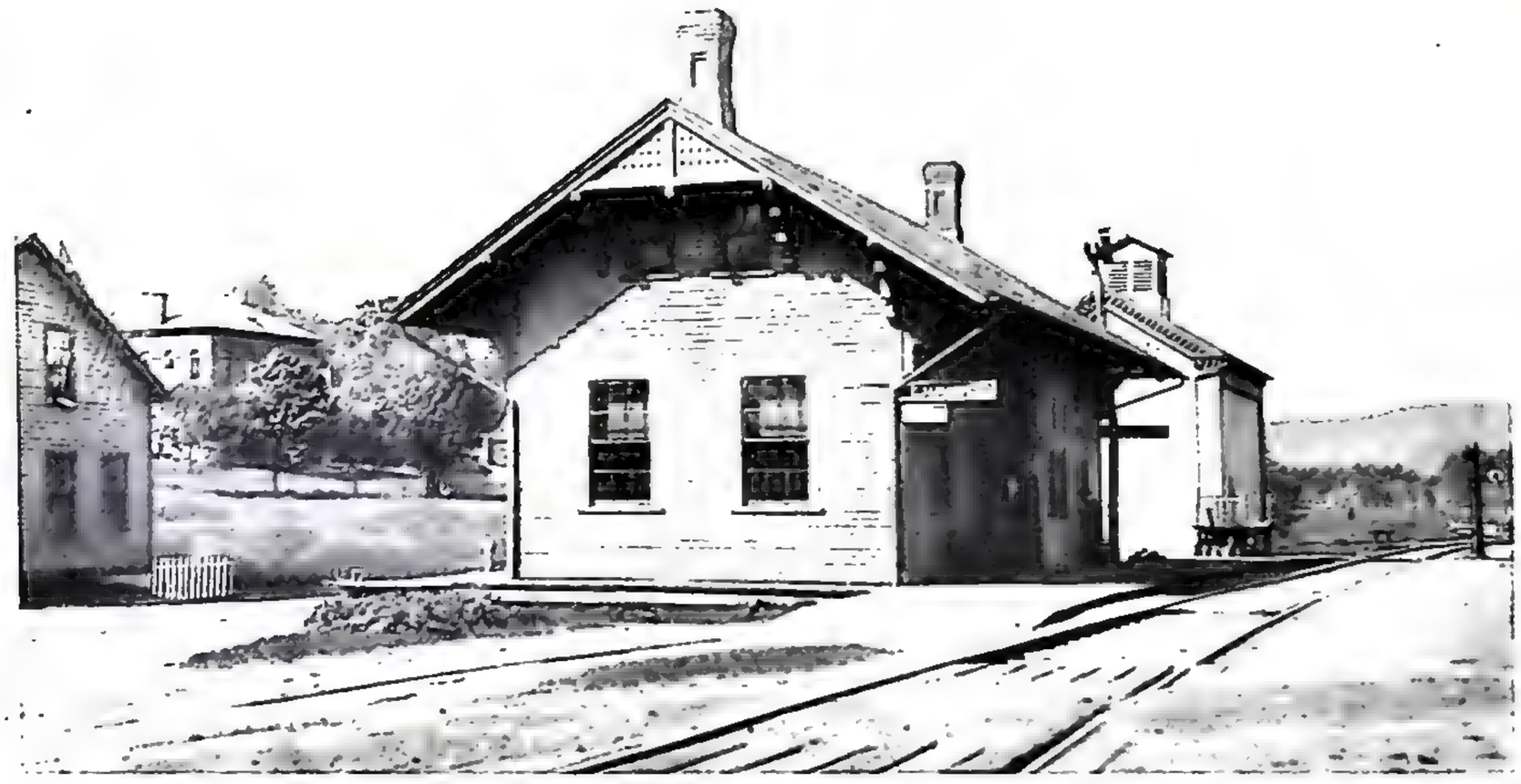
— 10.5 miles from Springfield.

BARRETT'S JCT., MASS.

— where the Athol branch crosses the Central Vermont 17 miles from Springfield.

ENFIELD, MASS.

– 26.8 miles from Springfield on the Athol branch.



South Athol, Mass. R. R. Station

SOUTH ATHOL, MASS.

– 43 miles from Springfield.

WARE RIVER BRANCH STATIONS

WARE, MASS.

– 12 miles from the main line junction at Palmer, Mass.

ATHOL BRANCH STATIONS

WESTFIELD, MASS.

— on the main line 108 miles west of Boston. The depot is now a fine furniture store.

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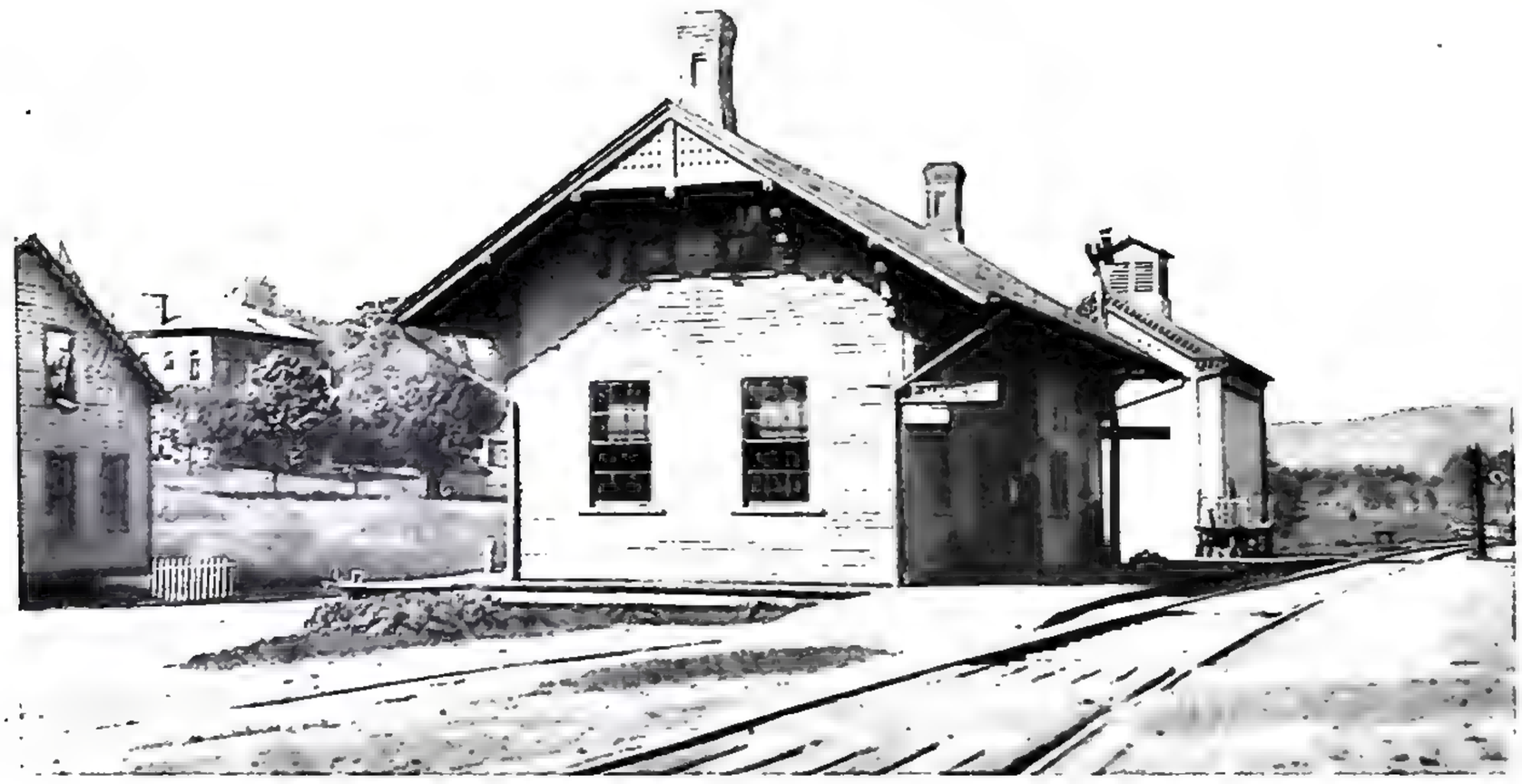
— where the Athol branch crosses the Central Vermont 17 miles from Springfield.



ENFIELD, MASS.

– 26.8 miles from Springfield on the Athol branch.

South Athol. Mass. R R. Station

SOUTH ATHOL, MASS.

– 43 miles from Springfield.

WARE RIVER BRANCH STATIONS

WARE, MASS.

– 12 miles from the main line junction at Palmer, Mass.

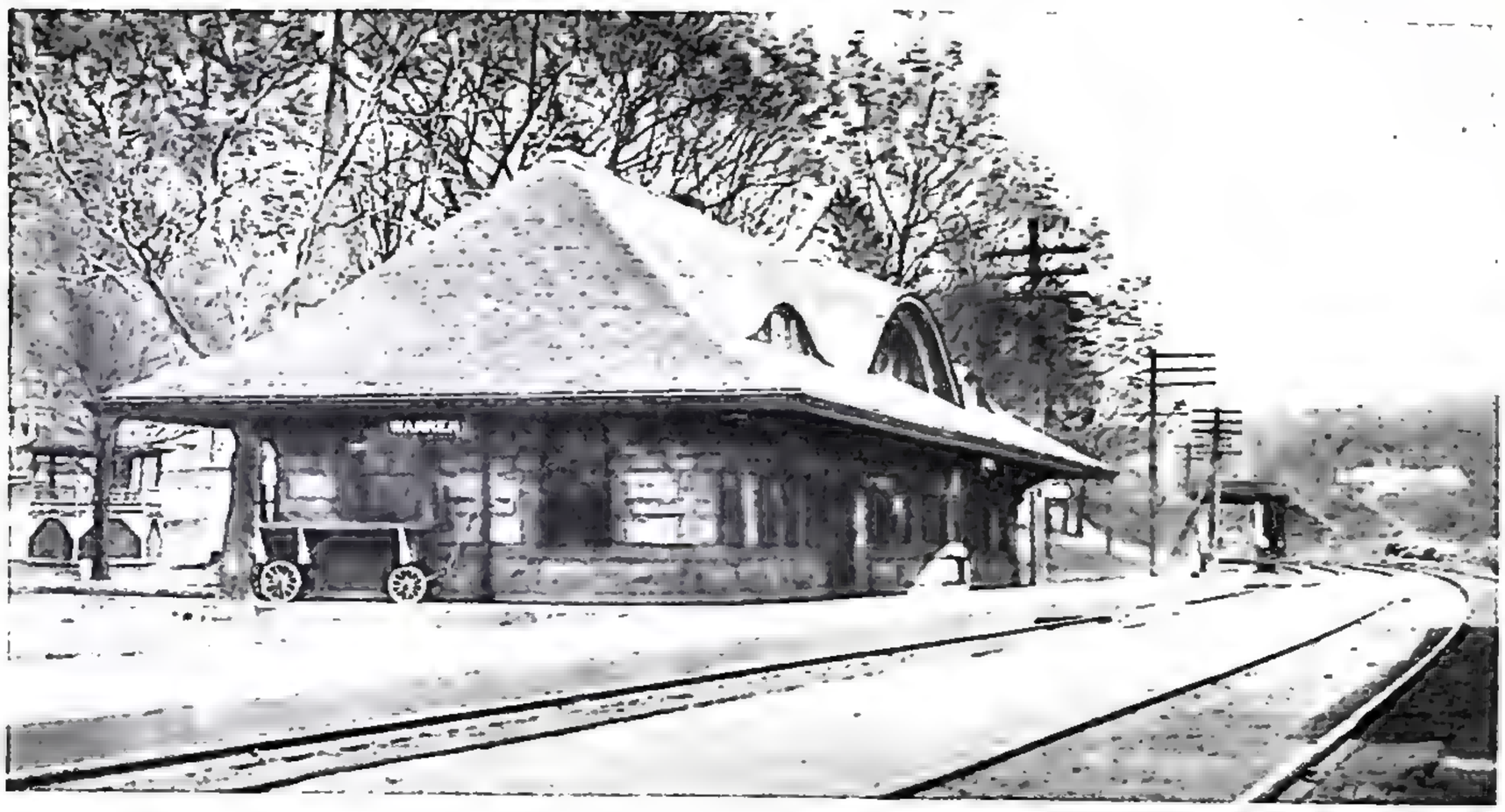
GILBERTVILLE, MASS.

– on the Ware River branch
15.7 miles from Palmer.

BARRE PLAINS, MASS.
– 23.8 miles from Palmer.

WILLIAMSVILLE, MASSACHUSETTS

– located 33.2 miles from Palmer between Barre Plains and Winchendon on the Ware River Branch of the B&A.



WARREN, MASS.

— on the main line 72.6 miles west of Boston.

NEWTON LOWER FALLS, MASS.

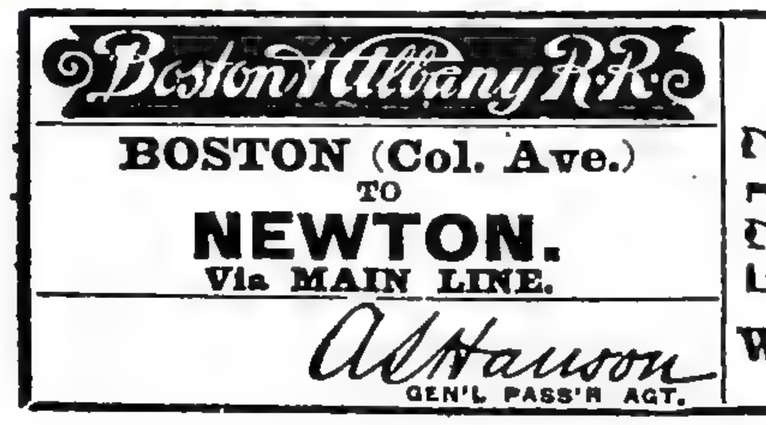
— on the Newton Lower Falls branch.

ASHLAND, MASS.

— 24 miles from Boston on the main line.

SAXONVILLE, MASSACHUSETTS
– the end of the line for the Saxonville branch, 21.5 miles from Boston.

NEWTONVILLE, MASSACHUSETTS
– 8.1 miles from Boston on the main line of the Boston & Albany.



Chapter 4

Boston & Maine

The history of the Boston & Maine goes back to the 1830's when the first Boston & Maine Railroad was formed. In the years to follow, the railroad was reorganized several times and during this early period other railroads were leased and merged into the Boston & Maine to form one of the largest of new Englands railroads – covering more than 2,400 miles throughout Massachusetts and New Hampshire primarily, but also in Vermont, Maine, and Canada.

Because of the many different railroads that went into making up the Boston & Maine, the design of stations varies greatly from one branch to another. For example, the Conway branch has stations of a very similar design, unlike the depots on any other branch. This is because the North Conway branch was built as the Great Falls & Conway Railroad.

Passenger traffic was very important on the Boston & Maine, with through passenger trains operating on the main lines, tourist trains operating to the resort areas in the mountains of New Hampshire and along the coast of Maine and New Hampshire. In addition, commuter trains in the Boston area served numerous small communities and branch line locals provided the avenues of commerce for rural small towns until the advent of the automobile. Today, with the exception of a few commuter trains in the Boston area, passengers have vanished from the Boston & Maine. The railroad is virtually freight only and declining freight shipments have caused the abandonment of numerous branch lines over the years. Today the Boston & Maine has less than 1,600 miles of track and is going through reorganization. More stations and branches are likely to be abandoned before the Boston & Maine emerges as a viable railroad once again.

BOSTON and MAINE
RAILROAD
"MINUTE MAN SERVICE"

BOSTON & MAINE R.R.

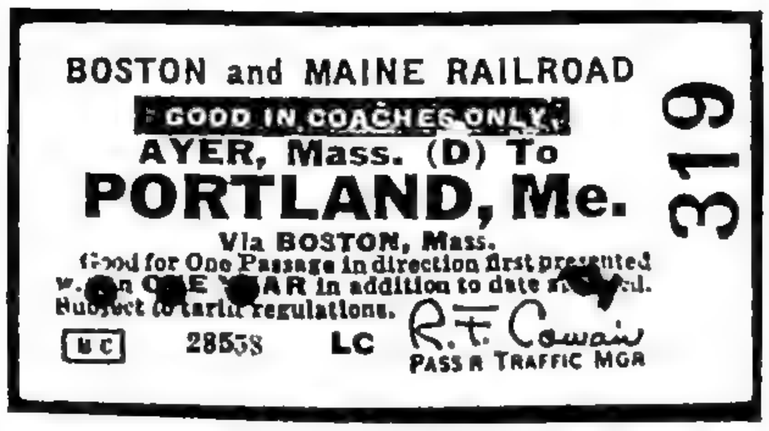
At Greatest Extent - 1915

BLACKINTON, MASSACHUSETTS

– 1908 photo. Station was built by the Troy & Greenfield Railroad and was similar in design to several others on the T&G. Blackington is west of North Adams on the main line.

HOOSAC TUNNEL, MASS.

– 1951 photo of the Hoosac Tunnel depot located near the east portal of the famous Hoosac Tunnel.



ATHOL, MASS.

– on the Fitchburg line. At one time Boston & Albany Athol branch trains terminated at this depot.

WAUMBEC JCT., NEW HAMPSHIRE

– used by both the B&M and the Maine Central, it is the junction for the Berlin and Groveton branches.

ville, N. H.

WOODSVILLE, N. H.

– located near Wells River, Vt. as it looked in 1886.

WELLS RIVER, VT.

– (below) – used by the B&M and the Canadian Pacific.

BOSTON and MAINE RAILROAD
GOOD IN COACHES ONLY
CHARLESTOWN, N.H. To
HALF FARE
BELLOWS FALLS, Vt.
[illegible] Half-Fare Passage in direction first presented within ONE YEAR in addition to date stamped.
Subject to tariff regulations.
HC 26101 LC½
14634

BRADFORD, VT.

— the depot still stands but no longer used.

FAIRLEE, VT.

— on the Connecticut Valley line. This station was still open as of 1972.

CHARLESTOWN, NEW HAMPSHIRE

— here is where you change for the trolley to Springfield, Vt. Charlestown is located between Bellows Falls and Windsor on the Connecticut Valley line.

MILLERS FALLS, MASSACHUSETTS

– located on the main line of the Fitchburg Division near Greenfield. Boston & Maine is in the foreground while the Central Vermont is in the background. About 1962, a derailed train demolished the station.

DEERFIELD JCT., MASS.

– located south of Greenfield on the line to Springfield, Mass.

BELCHERTOWN, MASS.

— was a "union station" used jointly by the B&M and the Central Vermont. Ocassionally referred to as "Burptown," the depot is located on the Wheelwright branch.

BONDSVILLE, MASS.

— on the Wheelwright branch (former Central Massachusetts br.) 82 miles from Boston.

WHEELWRIGHT, MASS.

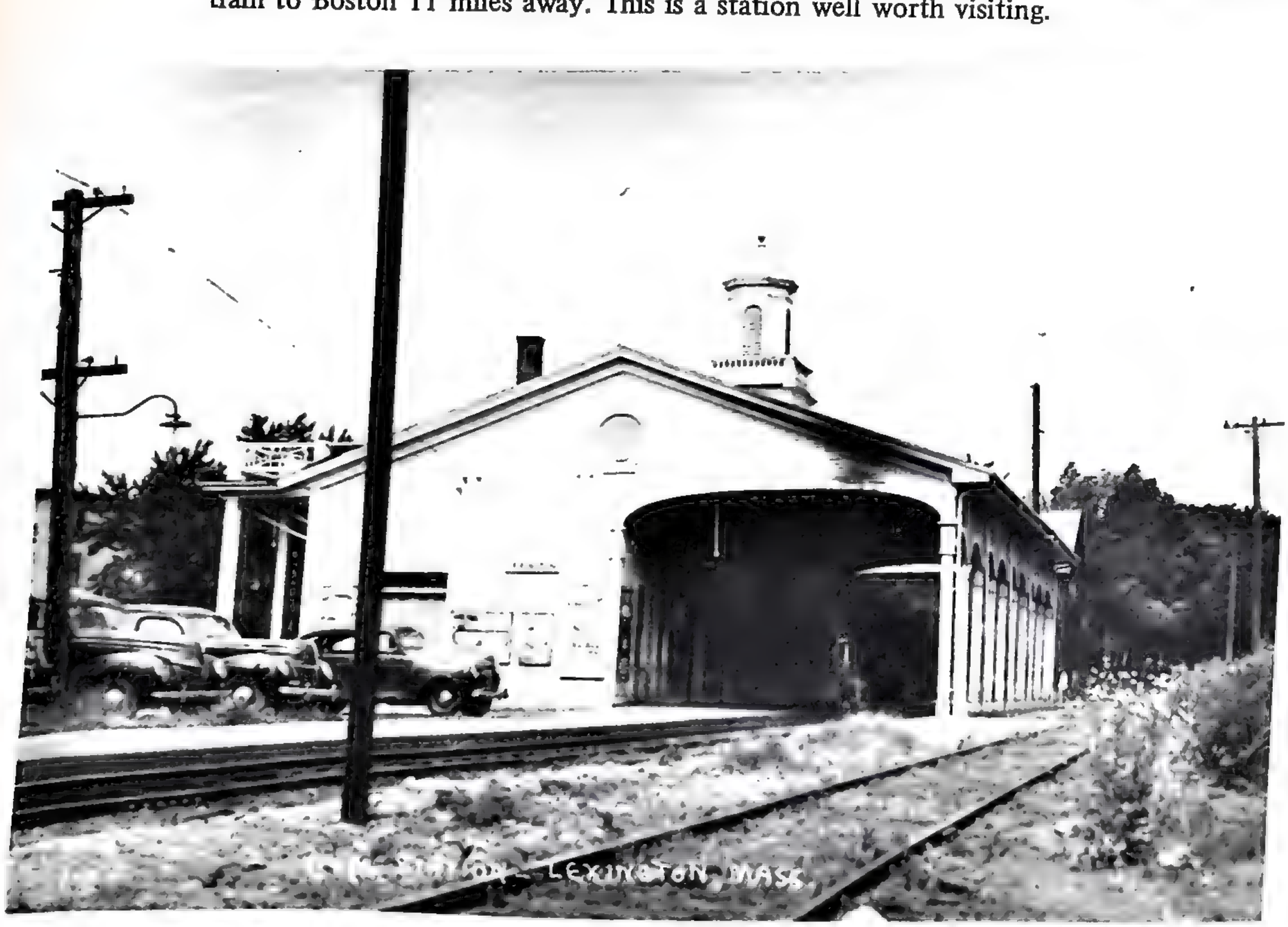
(below) — present end of track between Northampton and Wheelwright.

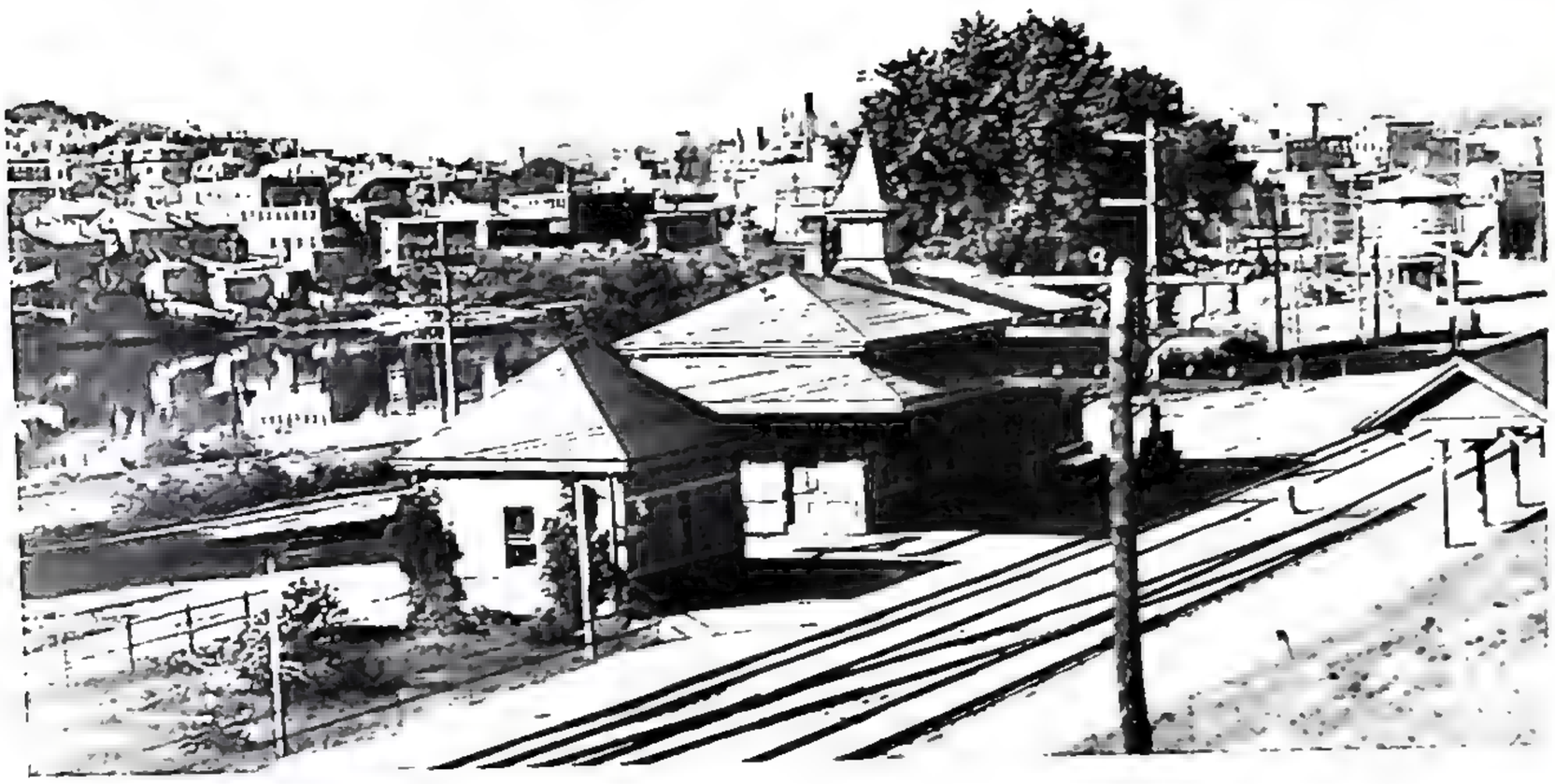
WOBURN, MASSACHUSETTS

– 10 miles from Boston on the Lowell line.

LEXINGTON, MASSACHUSETTS

– this station now houses a bank, however the covered platform still sees a daily commuter train to Boston 11 miles away. This is a station well worth visiting.



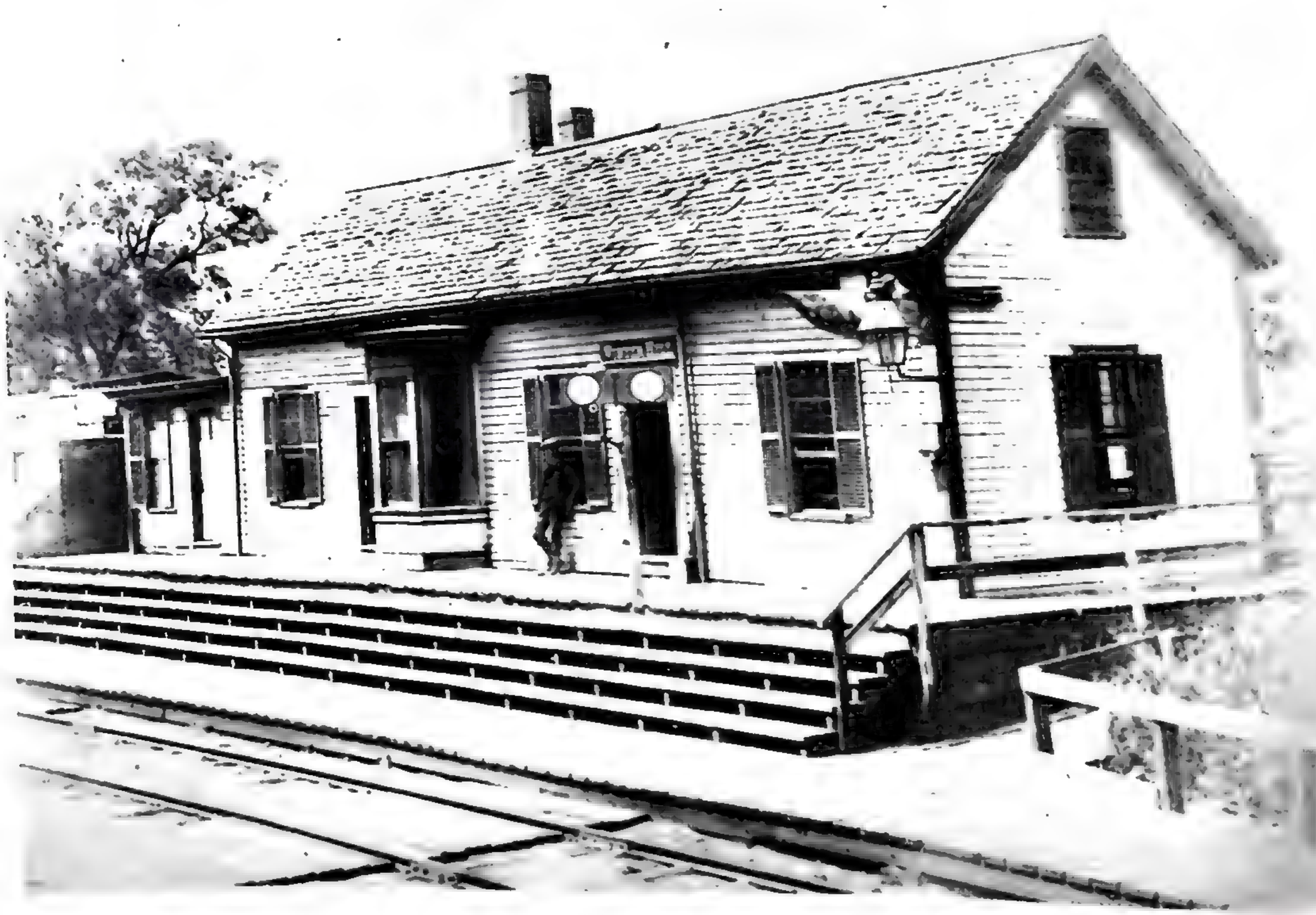


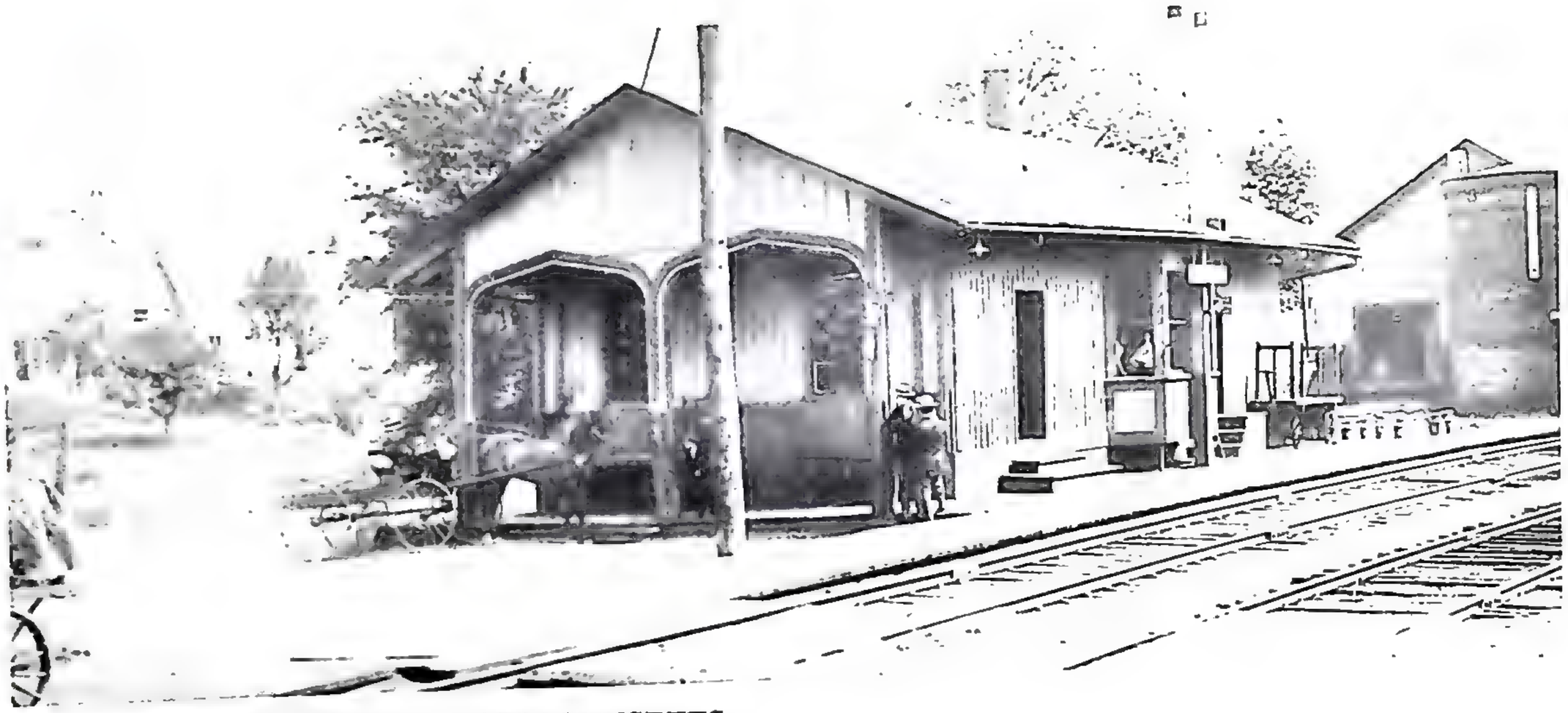
BRADFORD, MASSACHUSSETS

– 32.5 miles from Boston at the Junction with the Georgetown branch, Bradford station now houses a laundromat.

WINTER HILL, MASSACHUSETTS

– an original Boston & Lowell Railroad station, Winter Hill was in the country when this photo was taken. The location is now part of Somerville, and definitely not rural.





BERNARDSTON, MASSACHUSETTS

– on the Connecticut Valley line 80 miles south of White River Jct.

BOYLSTON, MASSACHUSETTS

– 1899 photo of the depot before it became part of Wachusett Reservoir. Note the four wheel box car used as a freight house.

WEST BOYLSTON, MASSACHUSETTS
— 8 miles from Worchester on Ayer branch.

CONCORD & CLAREMONT BRANCH STATIONS

CLAREMONT, N. H.

NEWPORT, N. H.

— present end of the Claremont & Concord Railroad.

BRADFORD, N. H.

Depot, Bradford. N. H.

MELVIN, NEW HAMPSHIRE

— not only was this the station but also the post office and general store. It was plainly a very important place for the folks in Melvin, N. H.

WARNER, NEW HAMPSHIRE

— the rails are now gone but the station stands, used as a laundromat.

CONTOOCOOK, NEW HAMPSHIRE

– one place where you could stand on the station platform and watch the train emerge from the covered bridge.

GARRISON, N. H.

– just outside of Concord
on the branch to Claremont.

CONCORD, N. H.

— even the large Concord depot is no more, having been converted into a shopping center parking lot.

HENNIKER, N. H.

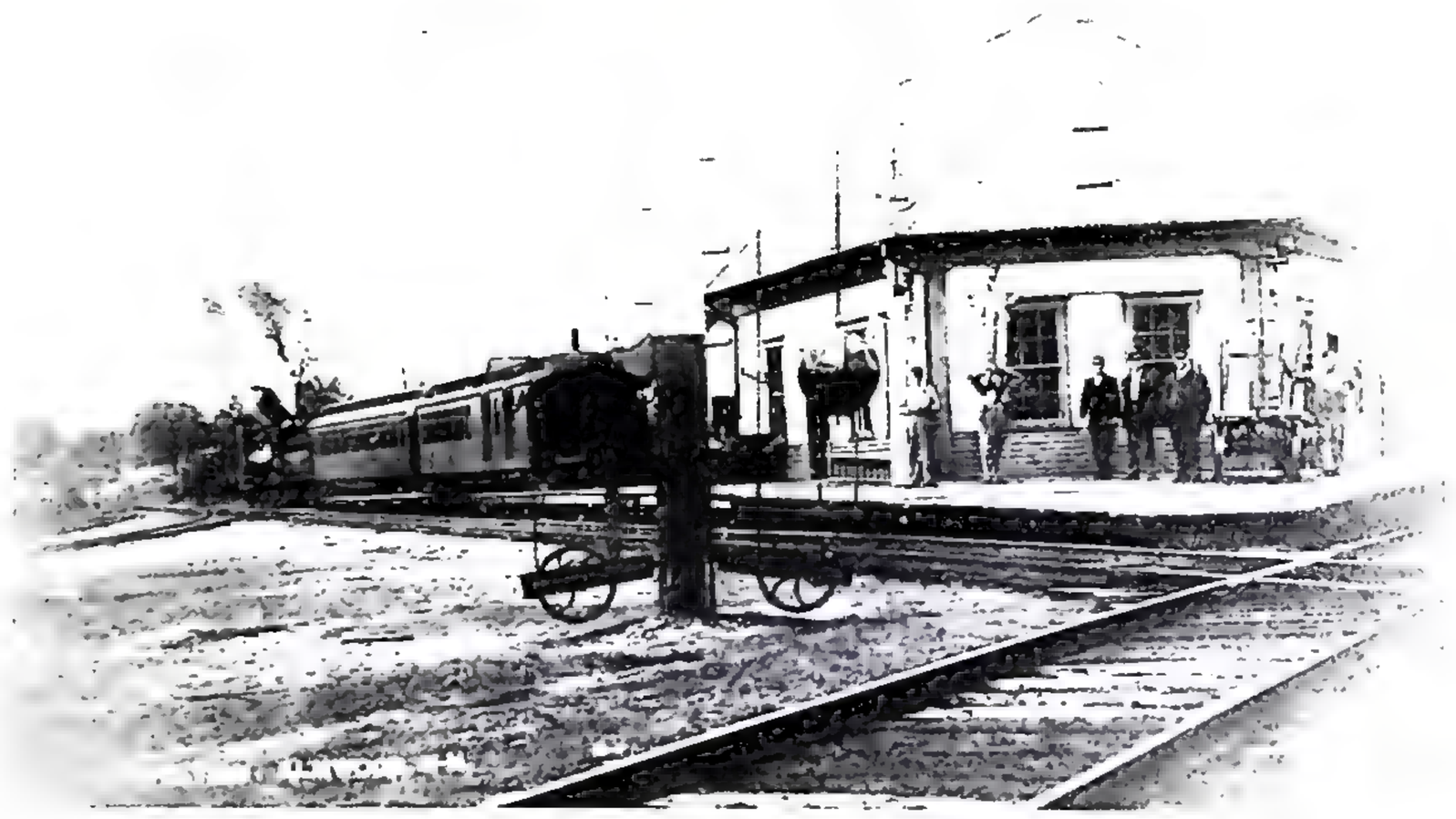
— "The Only Henniker on Earth," located north of Hillsboro on the line to Concord.

SHIRLEY HILL, NEW HAMPSHIRE

— located near Goffstown on the North Weare branch, the depot was closed before 1930, an early victim of the automobile.

PETERBOROUGH, N. H.

— present end of track on branch line from Winchendon. It used to extend to Concord.

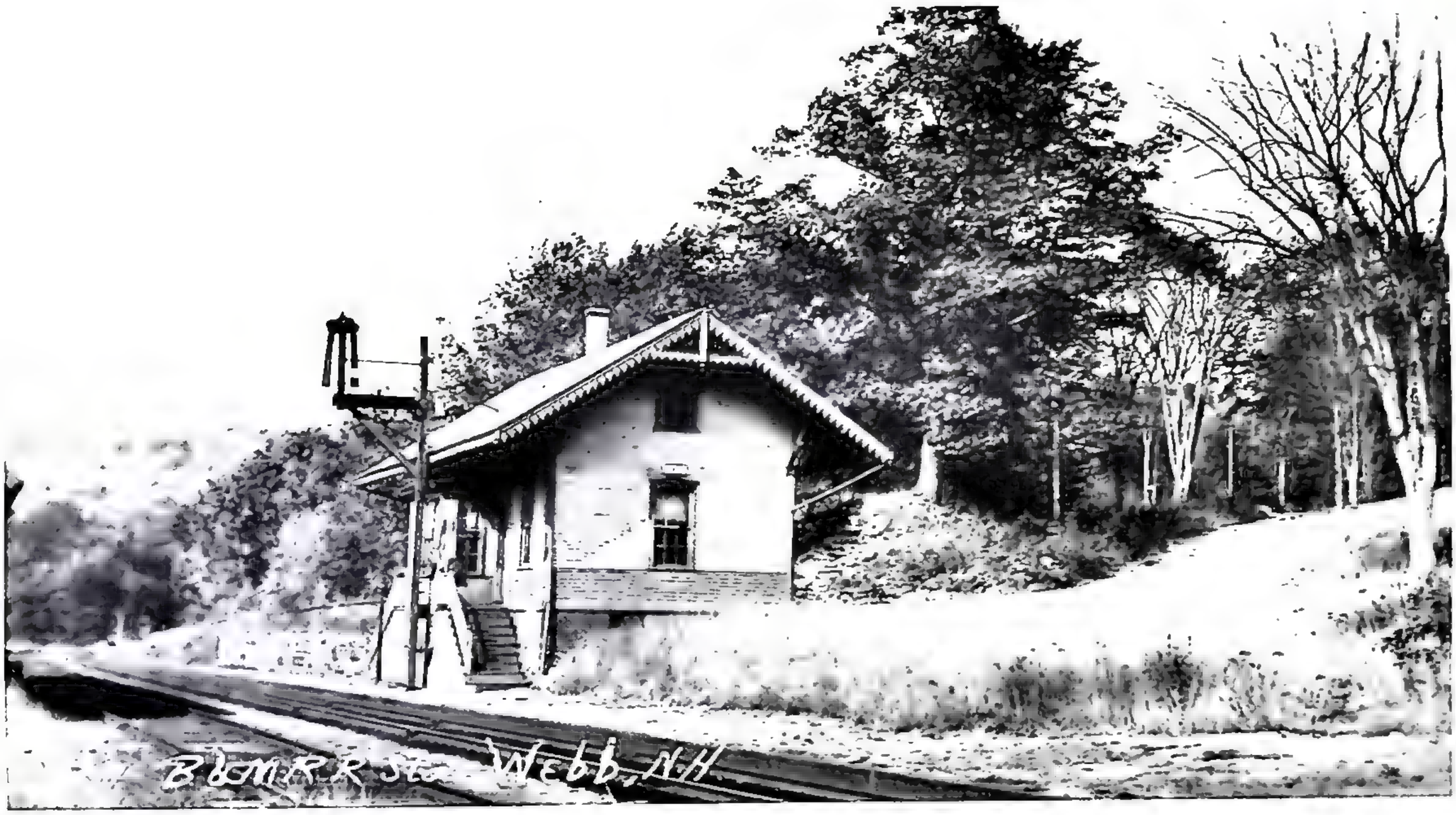


ELMWOOD, N. H.

— Junction point of the Keene-Nashua branch and the Winchendon-Concord branch.

HILLSBORO, N. H.

— located south of Henniker as it looked in 1910.

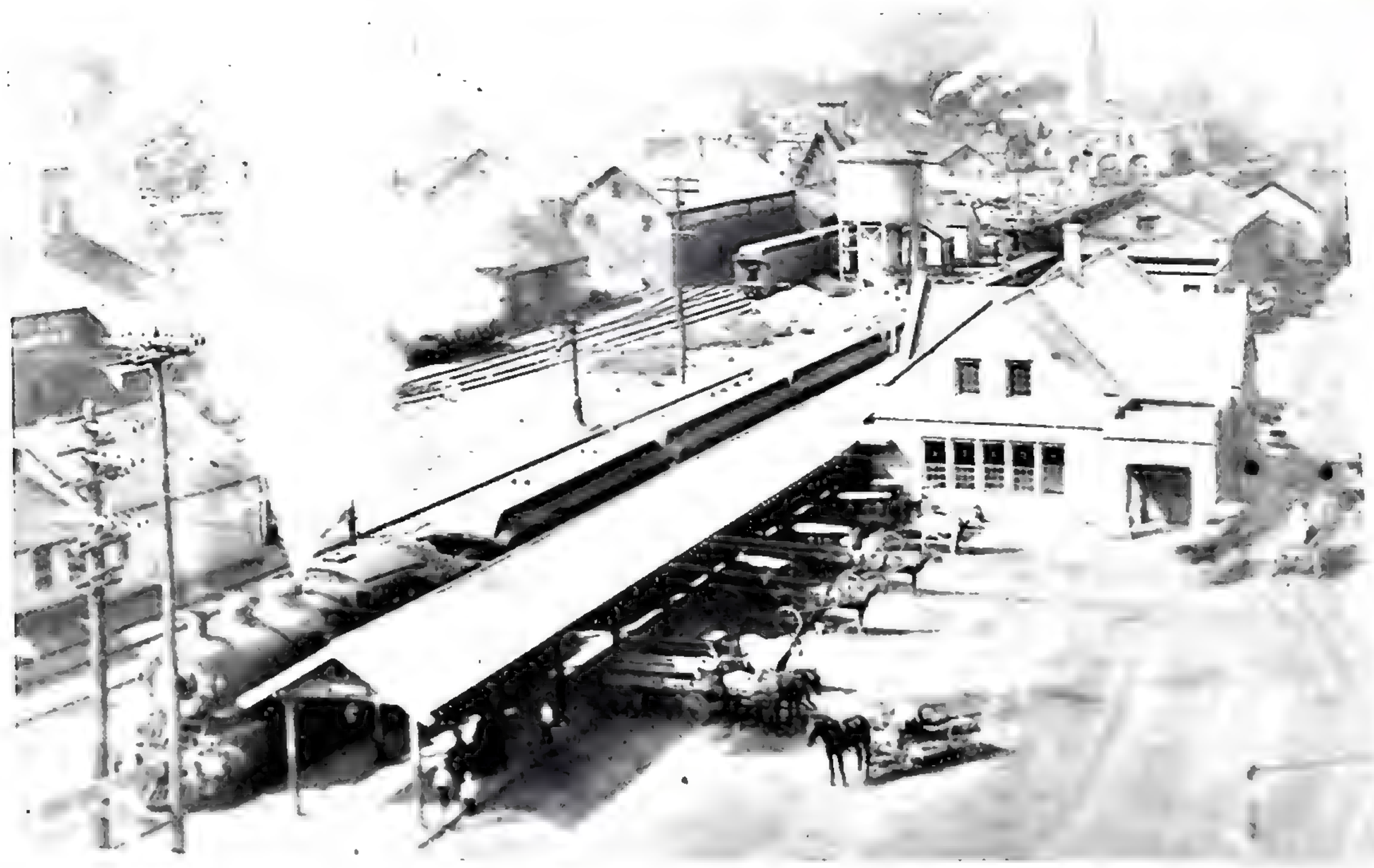


WEBB, NEW HAMPSHIRE

— on the Cheshire branch near Keene.

KEENE, NEW HAMPSHIRE

— located between Bellows Falls and Winchendon was once a thriving railroad center.

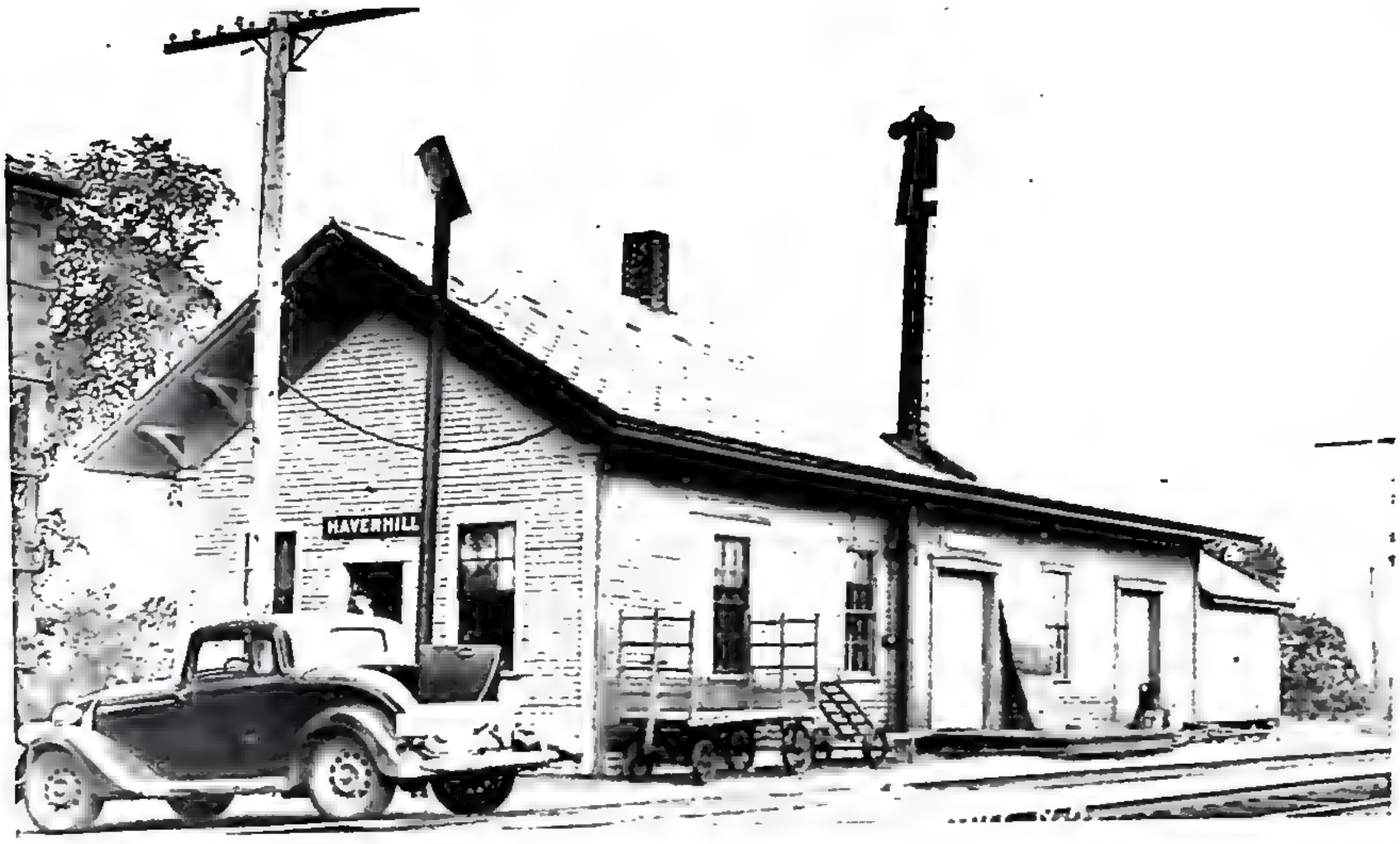


BAYSIDE, N. H.

— on the Portsmouth branch 6.3 miles out of Portsmouth. This station looks like a converted dwelling.

WEST EPPING, NEW HAMPSHIRE

— 19.5 miles from Portsmouth on the Portsmouth branch, West Epping was also a post office and general store.



HAVERHILL, N. H.

— 158 miles from Boston on the Boston-Wells River line.

LINCOLN, N. H.

— at the end of the Lincoln branch, now sees only one local freight train a week.

BOSCAWEN, N. H.

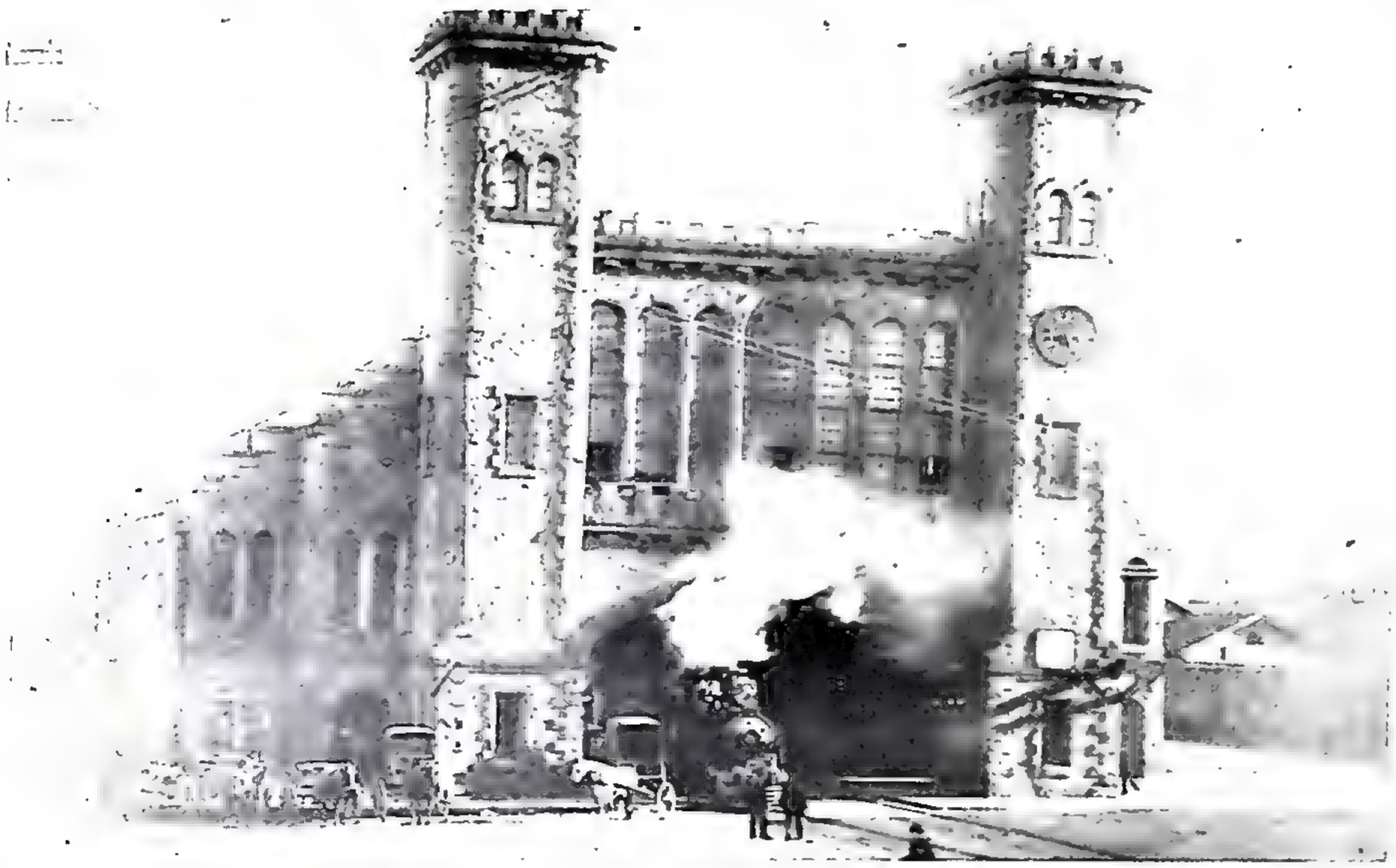
— on the Concord-White River line 82 miles from Boston.

BARRINGTON, NEW HAMPSHIRE

– located just outside of Rochester on the branch to Nashua.

WINDHAM, NEW HAMPSHIRE

– at the junction of the Manchester and Lawrence branch and the Nashua and Rochester branch, 38 miles from Boston.



SALEM, MASSACHUSETTS
— 16.3 miles from Boston on the main line to Portsmouth, the depot looks like a Norman castle with a smoking monster about to emerge from it. The date is about 1880.

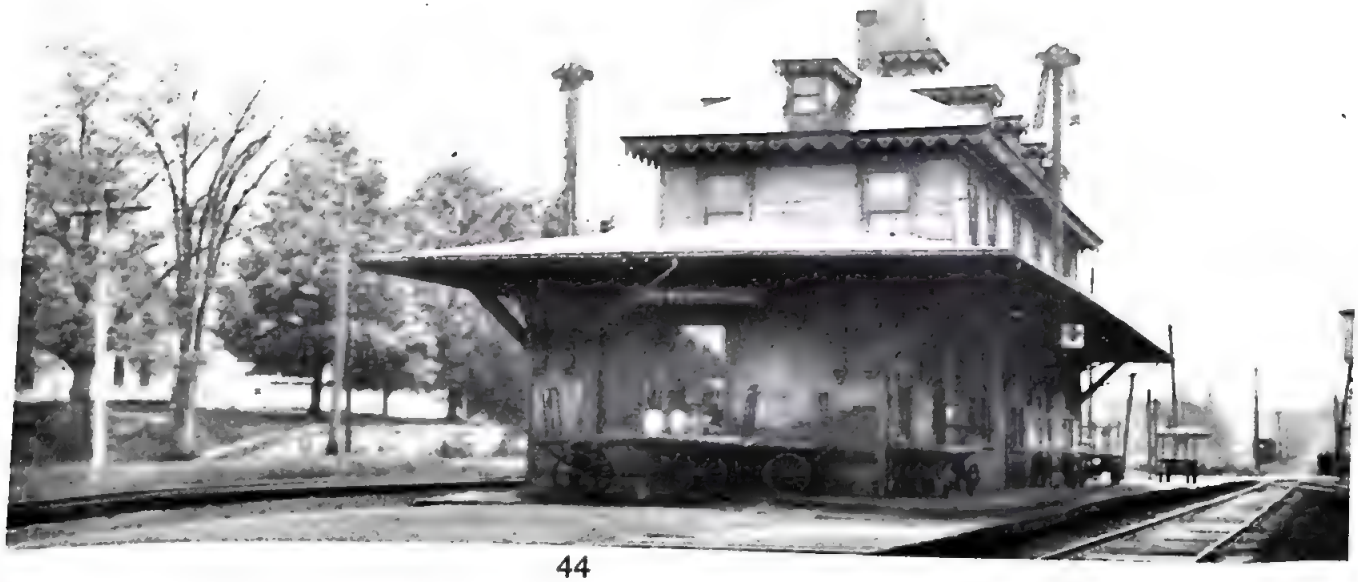
BALDPATE (GEORGETOWN), MASSACHUSETTS
— Baldpate was the station for Baldpate Inn, 29.6 miles from Boston.

FRANKLIN JUNCTION, NEW HAMPSHIRE

– on the Concord-White River line, Franklin Jct., was the transfer point for passengers going on the Franklin and Tilton branch.

SANBORNVILLE, NEW HAMPSHIRE

– on the Conway branch 97 miles from Boston. Sanbornville was division headquarters for the Northern Division at one time.



OSSIPEE, N. H.

CONWAY, NEW HAMPSHIRE

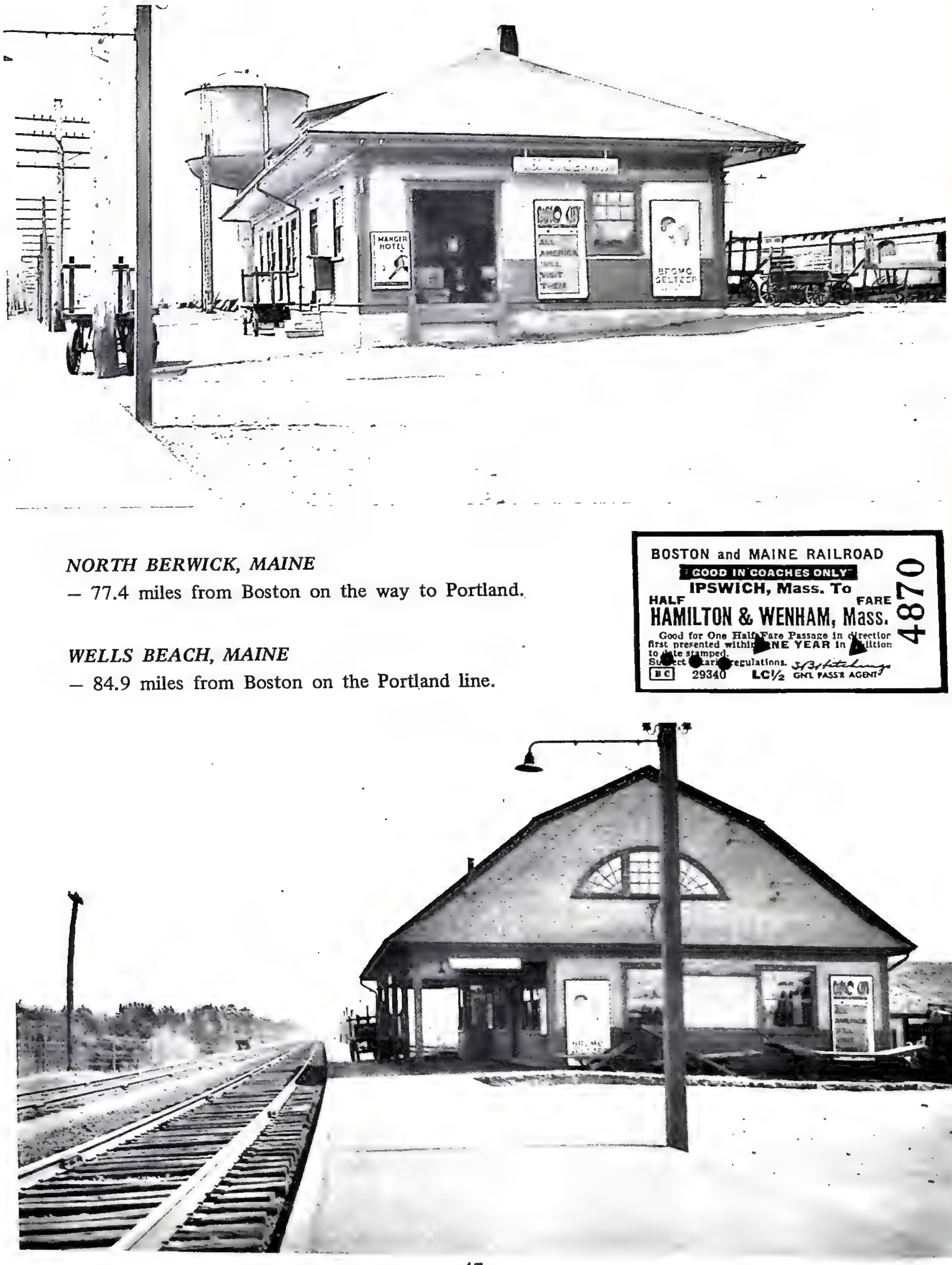
– Conway and Ossipee were typical Great Falls & Conway stations. Conway is 132 miles from Boston.

B. & M. R. R. Station, North Conway, N. H.

NORTH CONWAY, NEW HAMPSHIRE

North Conway - 1909

— North Conway with its dramatic Russian architecture is without a doubt one of New England's most famous and interesting depots. The depot still stands and may see a return of steam powered passenger service should a tourist railroad be successful in purchasing the trackage from North Conway to Intervale which will be abandoned by the Boston & Maine. The depot was built about 1873 for the Great Falls and Conway Railroad.



NORTH BERWICK, MAINE
— 77.4 miles from Boston on the way to Portland.

WELLS BEACH, MAINE
— 84.9 miles from Boston on the Portland line.

BOSTON and MAINE RAILROAD
GOOD IN COACHES ONLY
IPSWICH, Mass. To
HALF FARE
HAMILTON & WENHAM, Mass.
Good for One Half Fare Passage in direction first presented within ONE YEAR in addition to date stamped.
Subject to tariff regulations.
BC 29340 LC½ GNL PASS'R AGENT
4870

KENNEBUNK, MAINE

— the depot still stands but is no longer used by the railroad.

KENNEBUNKPORT, MAINE

— built by the Kennebunk & Kennybunkport Railroad which was leased to the B&M.

CUMBERLAND MILLS, MAINE

— on the Portland Terminal RR, the B&M crosses the MEC. Note the ball signals which protect the crossing (1 ball for B&M trains and 2 balls for MEC trains).

Chapter 5

Canadian Railroads in New England

Both of the major Canadian railroads, the Canadian National Railroad and the Canadian Pacific Railroad, have operations in New England.

The Canadian National owns the Central Vermont Railway which operates in a semi-independent fashion from New London, in south central Connecticut, up the Connecticut River Valley to White River Junction, Vermont, and thence across Vermont to Burlington and St. Albans. From St. Albans the CV extends into Canada to Montreal. In 1972, Amtrak restored passenger service over a portion of the CV for its New York - Montreal passenger train. The other Canadian National operation is the Grand Trunk operating from Portland, Maine, through southern Maine and northern New Hampshire to Island Pond. The route then continues on into Canada where it becomes the Canadian National. The GT is primarily a bridge line with only a few short branches. It has not had passenger service for many years.

The Canadian Pacific operates a former section of Boston & Maine Railroad track extending from Wells River, Vermont, to St. Johnsbury and Newport and thence into Canada. The portion of the C.P. Montreal - St. John main line between Megantic, Quebec, and Vanceboro, Maine, passes through central Maine. Both of these lines are bridge lines with limited local traffic and as a result most of the stations that were open at the turn of the century are now only memories.

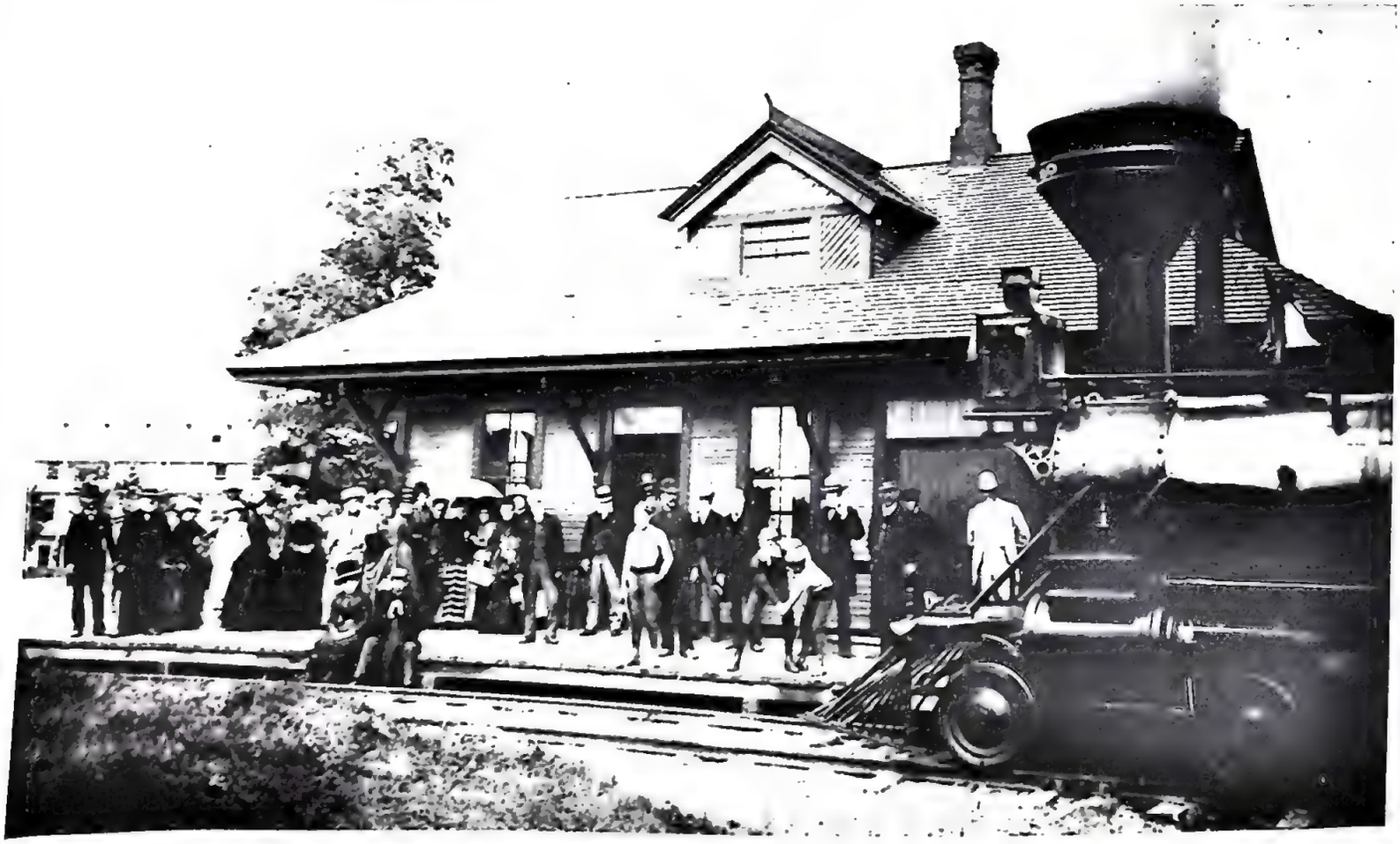
Central Vermont

SWANTON, VT.

— former junction with the St. J&LC RR. Swanton is located 56 miles south of Montreal.

SHELDON SPRINGS, VERMONT

— on the Missisquoi Valley branch between St. Albans and Richfield, Vermont.



ST. ALBANS, VERMONT

— the operating offices of the Central Vermont, located 65 miles from Montreal. The photo above shows the train sheds and station as it appeared in the 1880's. Below — the station had changed very little by 1950, however the train shed has since been torn down.

ESSEX JUNCTION, VERMONT

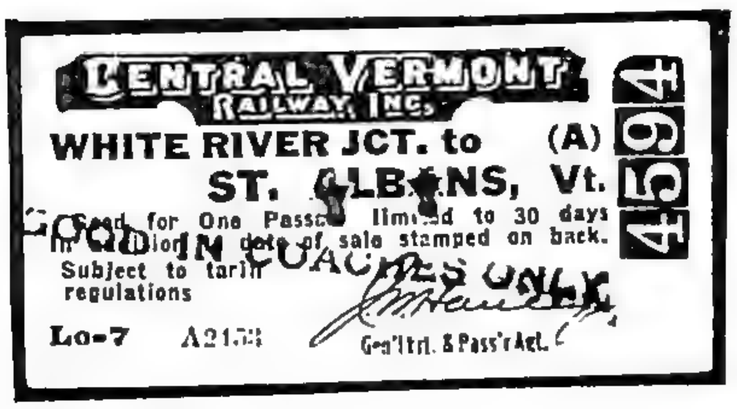
– change here for Burlington. The station still had a covered boarding area in the forties, however it is now gone.

ESSEX JUNCTION, VT.

– 1880's.

MONTPELIER, VT.

– the station for the state capital was on a short branch.



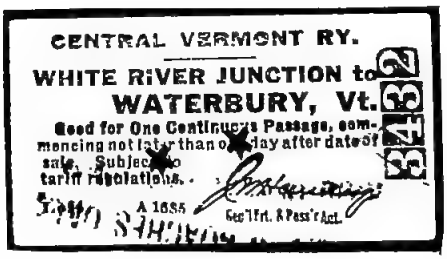
MONTPELIER JCT., VERMONT

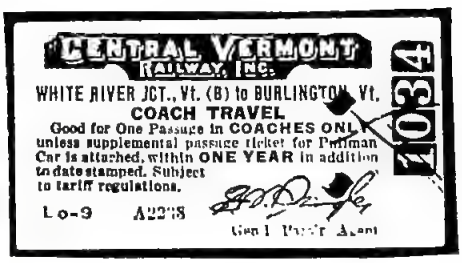
SHARON, VT.

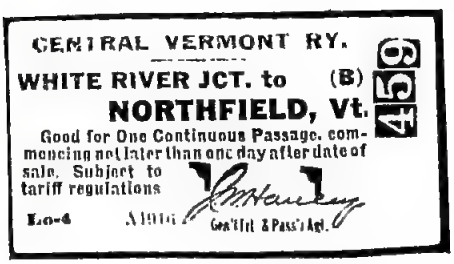
– 170 miles south of Montreal.

LEVERETT, MASSACHUSETTS
– locates 93.7 miles south of White River Junction.

AMHURST, MASS.
– located 99.5 miles from White River Jct.


CENTRAL VERMONT RY.
WHITE RIVER JUNCTION to
WATERBURY, Vt.
Good for One Continuous Passage, commencing not later than one day after date of sale. Subject to tariff regulations.
A 1685
Gen'l Frt. & Pass'r Agt.
3432


CENTRAL VERMONT
RAILWAY, Inc.
WHITE RIVER JCT., Vt. (B) to BURLINGTON, Vt.
COACH TRAVEL
Good for One Passage in COACHES ONLY unless supplemental passage ticket for Pullman Car is attached, within ONE YEAR in addition to date stamped. Subject to tariff regulations.
Lo-9
A2278
Gen'l Pass'r Agent
1034


CENTRAL VERMONT RY.
WHITE RIVER JCT. to (B)
NORTHFIELD, Vt.
Good for One Continuous Passage, commencing not later than one day after date of sale. Subject to tariff regulations
Lo-4
A1916
Gen'l Frt. & Pass'r Agt.
459

Grand Trunk

FALMOUTH, MAINE
– 5 miles from Portland.

GRAND TRUNK STATIONS FROM PORTLAND TO ISLAND POND, VT.

PLYMOUTH, MAINE
– as it looked in 1906.

EMPIRE ROAD (POLAND), MAINE
– about 1900.

OXFORD, MAINE
– 41 miles from Portland.

SOUTH PARIS, MAINE

– at the junction of a short branch to Norway located 47 miles from Portland.

BRYANT POND, MAINE

– 62 miles from Portland. Photo about 1900.

LOCKES MILLS, MAINE
– 65 miles from Portland.

WEST BETHEL, MAINE
– 73 miles from Portland.

GORHAM,
NEW HAMPSHIRE
– 89 miles from Portland.

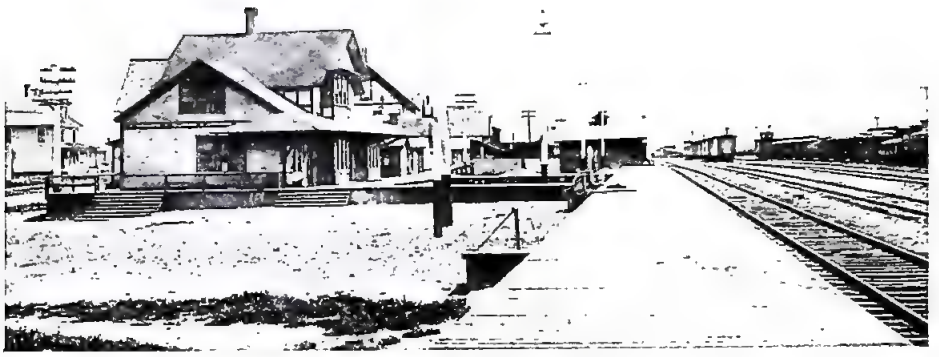
ISLAND POND, VERMONT
– 149 miles from Portland.

Canadian Pacific

CP IN MAINE

JACKMAN, MAINE
– 218 miles from Montreal on the Vanceboro, Maine branch.

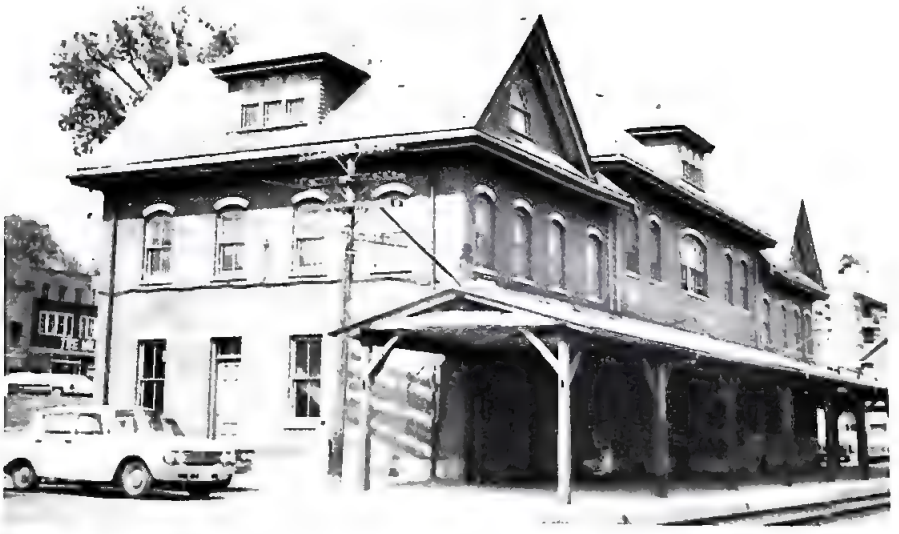
LONG POND, MAINE



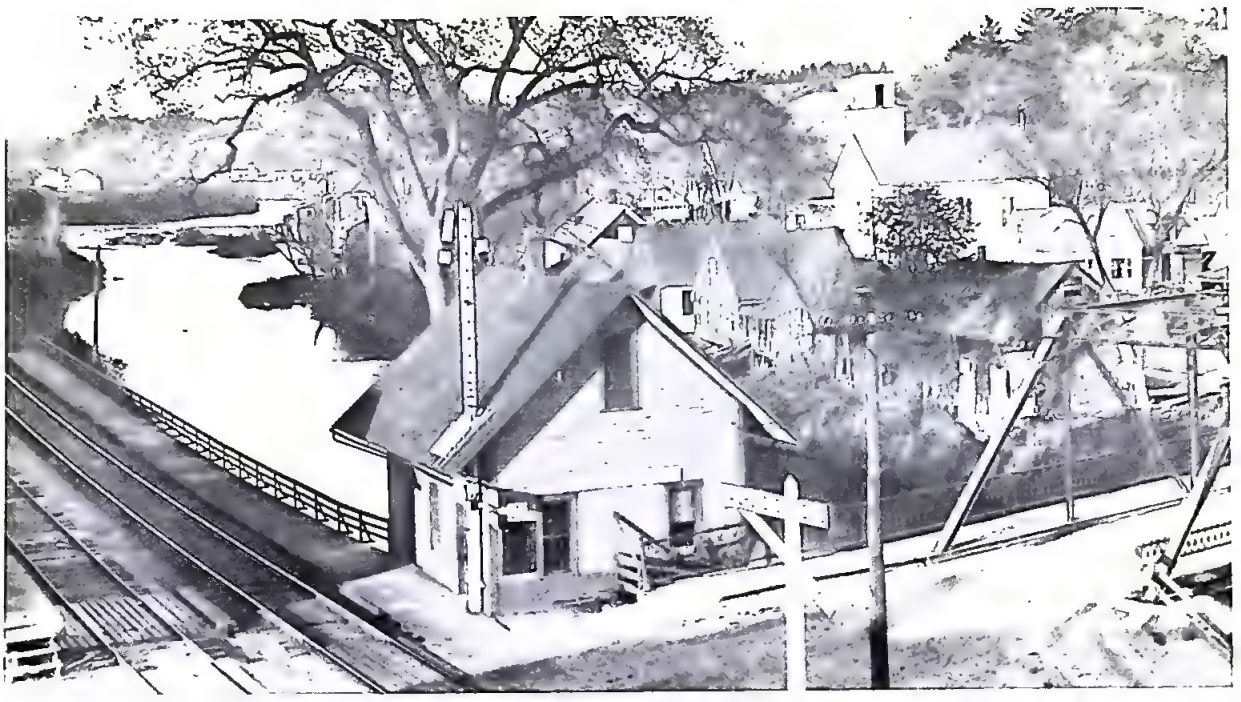
HENDERSON, MAINE
— now known as Brownville Jct.

CP IN VERMONT

EAST RYEGATE, VERMONT
— near Wells River, Vermont, the stations on this branch were all B&M stations at one time. The CP took over the line in 1926, and purchased it in 1945.



ST. JOHNSBURY, VERMONT
— 151 miles south of Montreal, St. Johnsbury is a junction point for the St. J&LC RR and the Maine Central.



ST. JOHNSBURY CENTER (CENTERVALE), VERMONT

– the name of the station at St. Johnsbury Center was changed to Centervale in 1909.

LYNDONVILLE, VERMONT

– 142 miles south of Montreal on the St. Johnsbury line. The depot appeared to be in good repair in this 1967 photo.

Chapter 6

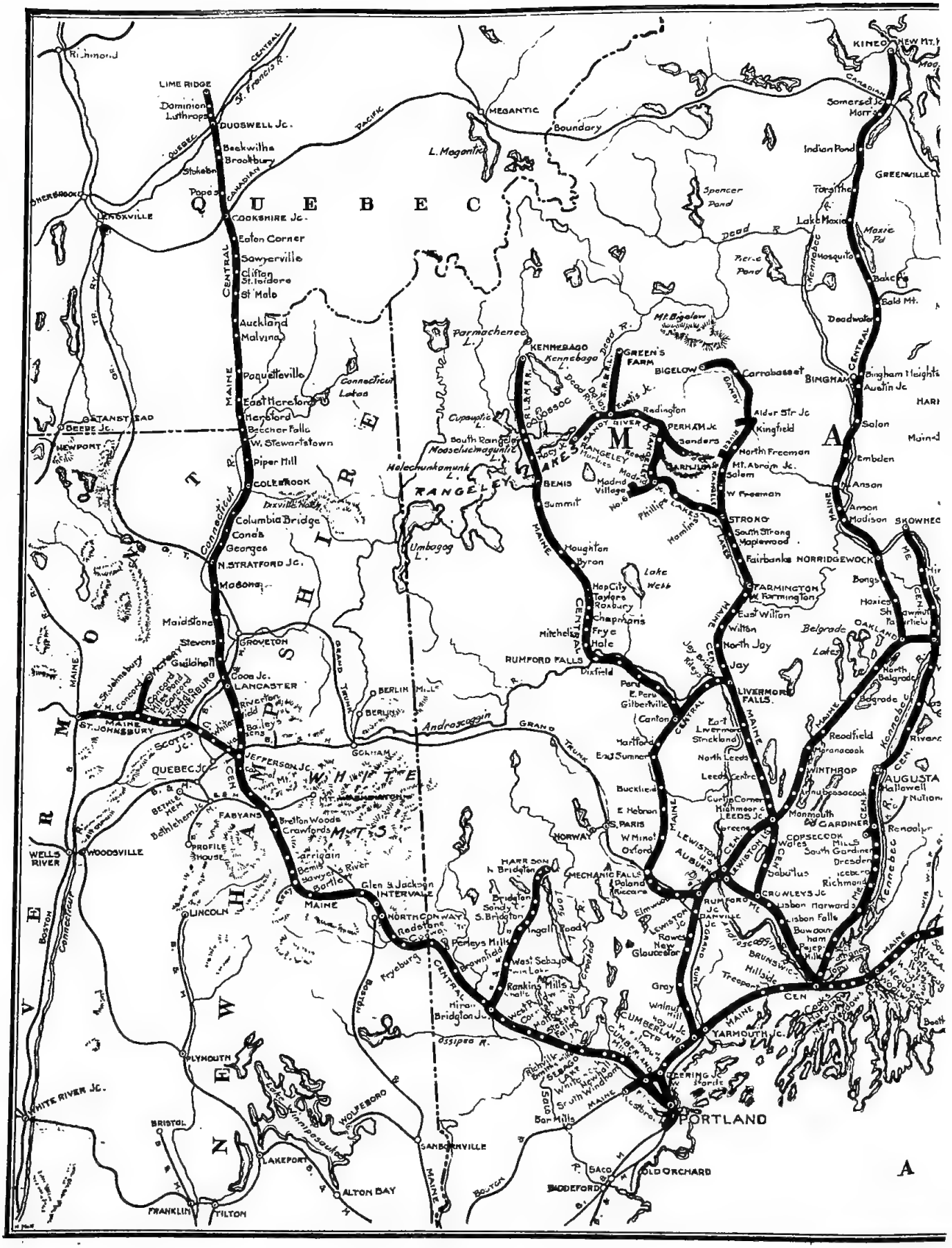
Maine Central

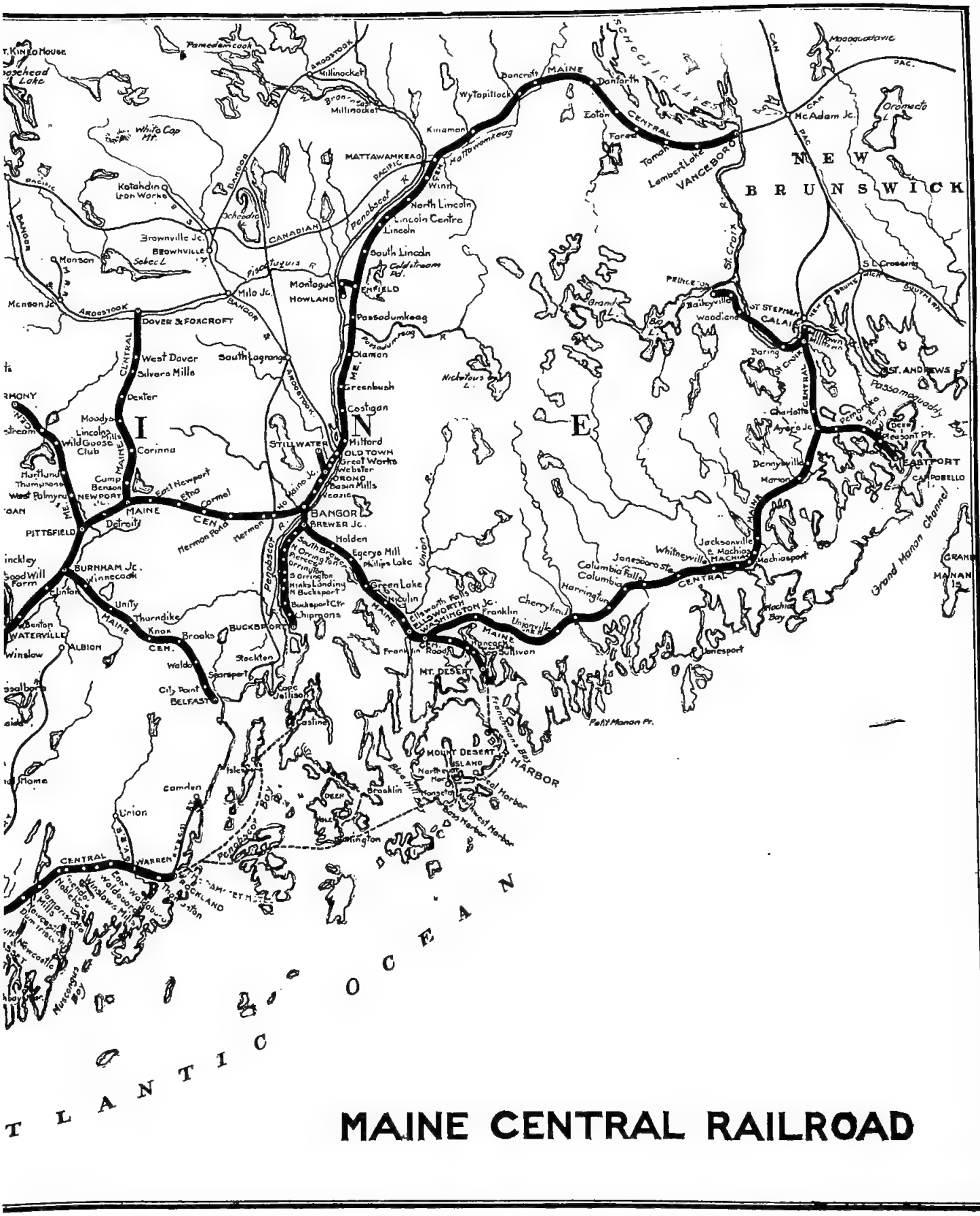
The Maine Central Railroad was formed in 1862, as a consolidation of the Androscoggin & Kennebec R.R. and the Penobscott & Kennebec R.R. Other railroads were leased or purchased to form a system that covers southern Maine and northern New Hampshire.

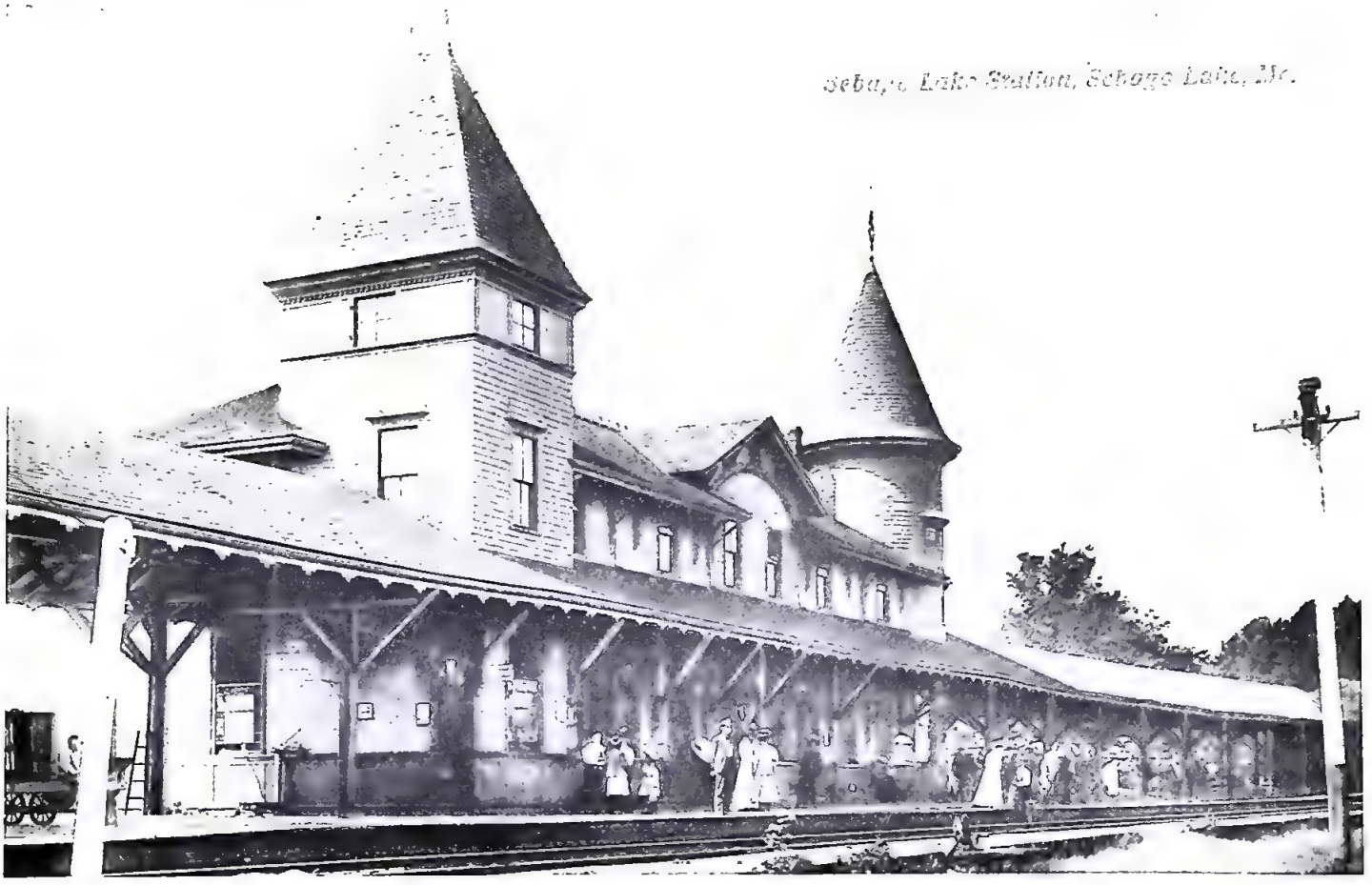
During the early 1900's the Maine Central even controlled two of Maine's two-foot gauge railroads, the Sandy River & Rangeley Lakes Railroad and the Bridgton & Saco River Railroad.

Traffic on the Maine Central has been largely composed of forest products and through traffic between connecting lines. Passengers were important in the early days with many through trains operating over the main lines and branch line locals. The automobile, as elsewhere, brought about the decline of passenger service and the Maine Central has been "freight only" for many years.

The stations on the Maine Central do show a great deal of similarity and it is apparant that the Maine Central was able to standardize its design and construction of depots to a great extent. As on other railroads, declining passenger operations and station consolidations have resulted in the elimination of most of the stations shown on the following pages.


QUEBEC
Richmond
LIME RIDGE
Dominion Lathrop
DUGSWELL Jc.
Beckwiths
Brookbury
Stoke
Bolton
Sherbrooke
Lennoxville
COOKSHIRE Jc.
Eaton Corner
Sawyerville
Cliften
St. Isidore
St Malo
Auckland
Malvina
Paquetteville
East Hereford
Hereford
Beecher Falls
W. Stewartstown
Piper Mill
COLEBROOK
Columbia Bridge
Canaan
Georgea
N. STRATFORD Jc.
Magoona
Maidstone
Stevens
GROVETON
Guildhall
Coos Jc.
LANCASTER
Riverton
Bailey's Mills
ST. JOHNSBURY
Scotts Jc.
QUEBEC Jc.
Jefferson Jc.
Mt. Washington
Bethlehem Jc.
FABYANS
Bretton Woods
Crawfords
Mts.
PROFILE HOUSE
Arrigain
Bemis
Saw yer River
Bartlett
Glen & Jackson
INTERVALE
LINCOLN
NORTH CONWAY
Redstone
Conway
Fryeburg
Brownfield
Perleys Mills
West Sebago
Ingalls Pond
S. Bridgton
Bridgton
Harrison
Bridgton Jct.
Ossipee R.
Ossipee
PLYMOUTH
WHITE RIVER Jc.
BRISTOL
Lake Winnipesaukee
WOLFEBORO
LAKEPORT
ALTON BAY
FRANKLIN
TILTON
SANBORNVILLE
Connecticut
Boston
Maine
Megantic
L. Megantic
Boundary
Pacific
Canadian
Central
St. Francis R.
Quebec
Connecticut R.
Connecticut Lakes
Dixville North
Umbagog L.
Parmachenee L.
Kennebago L.
Kennebago
Dead R.
Dead Diamond R.
Cupsuptic L.
Mooselucmaguntic L.
Molechunkamunk L.
Rangeley L.
Rangeley
Mt. Bigelow
Spencer Pond
Pierce Pond
Dead R.
Lake Moxie
Moxie Pd
Mosquito
Bald Mt.
Deadwater
KINEO
NEW MT.
Somerset Jc.
Indian Pond
GREENVILLE
Tomhegan
Moosehead L.
Kennebec R.
KENNEBAGO
GREEN'S FARM
BIGELOW
Carrabassett
BINGHAM
Bingham Heights
Austin Jct.
Radington
Alder Stream Jc.
Kingfield
Salon
Embden
Anson
Madison
SKOWHEGAN
Sandy River & Rangeley Lakes
PERHAM Jc.
Sanders
North Freeman
Mt. Abram Jct.
Salem
W. Freeman
Strong
South Strong
Maplewood
Fairbanks
NORRIDGEWOCK
Bongs
Hoxies
Shawmut
Fairfield
Oakland
Belgrade Lakes
North Belgrade
Belgrade
Readfield
Moranacook
WINTHROP
Manmouth
AUGUSTA
Hallowell
Nutton
Gardiner
Kennebec R.
Renaolpn
Copsecook
Wales
Mills
South Gardiner
Dresden
Iceberg
Richmond
Sabattus
Lisbon
Harward's
Lisbon Falls
Bowdoinham
Paper Mills
Brunswick
Hillside
Freeport
Cumberland
Yarmouth Jc.
Falmouth
Foreside
Portland
Old Orchard
Saco
Biddeford
Boston
Maine
Farmington
W. Farmington
East Wilton
Wilton
North Jay
Jay
Livermore Falls
East Livermore
Strickland
Canton
Peru
E. Peru
Gilbertville
Dixfield
Rumford Falls
Mexico
Hartford
East Sumner
North Leeds
Leeds Centre
Leeds Jct.
Curtis Corner
Highmoor
Buckfield
E. Hebron
S. Paris
Norway
W. Minot
Oxford
Mechanic Falls
Poland
Riccara
Auburn
Lewiston
Lewiston Jct.
Crowleys Jct.
Danville Jct.
Rumford
Elmwood
Rowes
New Gloucester
Gray
Walnut Hill
Royal Jct.
Windham
Windham Hill
Sebago Lake
Bar Mills
Hollis
Limerick
Waterboro
Richville
Bonny Eagle
Steep Falls
Standish
Hiram
Brownfield
Fryeburg
Holden
Crawford
Ingalls Pond
Sandy R.
Perleys Mills
Redstone
Conway
Glen & Jackson
Intervale
Bartlett
Saw yer River
Arrigain
Bemis
Profile House
Bethlehem Jc.
Fabyans
Jefferson Jc.
Scotts Jc.
Quebec Jc.
St. Johnsbury
Maine
Vermont
Connecticut
Boston
Maine
Androscoggin
Grand Trunk
Berlin Mills
Gorham
Riverton
Bailey's Mills
Concord
Lyndonville
Victory
E. St. Johnsbury
Lake Memphremagog
Newport
Derby Jc.
Island Pond
Beebe Jc.
Connecticut R.
Piper Mill
Columbia Bridge
Canaan
Dixville North
Connecticut Lakes
Umbagog L.
Rangeley
Mooselucmaguntic L.
Cupsuptic L.
Kennebago
Dead R.
Parmachenee L.
Megantic
L. Megantic
Boundary
Pacific
Canadian
Central
St. Francis R.
Quebec
Connecticut R.
Lennoxville
Sherbrooke
Bolton
Stoke
Brookbury
Beckwiths
Dominion Lathrop
LIME RIDGE
Richmond


MAINE CENTRAL RAILROAD
NEW BRUNSWICK
MAINE
BANGOR
BREWER Jc.
OLD TOWN
Great Works
Milford
STILLWATER
Orono
Basin Mills
Webster
Costigan
Greenbush
Passadumkeag
Enfield
Howland
Montague
Milo Jc.
Brownville Jc.
Brownville
Katahdin Iron Works
Millinocket
Millinocket Jct.
Pamadumcook
Ripogenus
Ripogenus Dam
Chesuncook Lake
Moosehead Lake
White Cap Mt.
Kineo
Greenville
Wytopitlock
Bancroft
Danforth
Eaton
Forest
Tomah
Lambert Lake
Vanceboro
McAdam Jct.
Oromocto
Moosquacadavic L.
Schoodic Lake
Schoodic R.
Penobscot R.
Mattawamkeag
Mattawamkeag R.
Winn
North Lincoln
Lincoln Centre
Lincoln
South Lincoln
Caledonia Rd.
Fish Tuyuris R.
Sebec L.
Monson
Monson Jct.
Dover & Foxcroft
West Dover
Silvers Mills
Dexter
Moodys
Lincoln Mills
Wild Goose Club
Corinna
South Lagrange
Passadumkeag R.
Nicketous L.
Oldtown
Orono
Stillwater
Milford
Old Town
Great Works
Webster
Basin Mills
Orono
Veazie
Bangor
Brewer Jct.
Holden
Egeryc Mill
Phillips Lake
Green Lake
Nicolin
Ellsworth Falls
Ellsworth
Washington Jct.
Franklin
Union
Cherryfield
Unionville
Jonesport
Columbia Falls
Columbia
Harrington
Jacksonville
Machias
Machiasport
Whitneyville
Machias Bay
Grand Manan Channel
Grand Manan Is.
Campobello
Eastport
Pleasant Pt.
Deer
Passamaquoddy Bay
St. Andrews
Charlotte
Ayers Jct.
Dennysville
Marion
Pembroke
Perry
Calais
St. Stephen
Milltown
Woodland
Baileyville
Princeton
Grand L.
Big L.
St. Croix R.
St. Croix
Paring
Nichols
S.L. Crossing
Mt. Desert
Mount Desert Island
Northeast Harbor
Seal Harbor
Somes Sound
Bar Harbor
Frenchman Bay
Blue Hill Bay
Deer Isle
Stonington
Brooklin
Sedgwick
Brooksville
Castine
Penobscot Bay
Belfast
City Point
Searsport
Stockton
Waldo
Knox
Unity
Thorndike
Brooks
Buckspport
Buckspport Ctr.
Chipmans
Orrington
Penobscot R.
Hermon
Hermon Pond
Etna
Carmel
East Newport
Newport
Cump Benson
Detroit
Pittsfield
Burnham Jct.
Winnecook
Good Will Farm
Benton
Waterville
Albion
Winslow
Clinton
Unity
Thorndike
Knox
Brooks
Buckspport
Stockton
Searsport
Belfast
City Point
Jellison
Castine
Isleboro
Camden
Rockport
Rockland
Thomaston
Warren
Union
Bremen
Damariscotta
Newcastle
Nobleboro
Waldoboro
Winslow Mills
Thomaston
Rockland



SEBAGO LAKE, MAINE

– 16.7 miles from Portland. The station had twin towers, one round and one square.

BRIDGTON JUNCTION, MAINE

–36.3 miles from Portland. The junction with the two-foot gauge Bridgton & Saco River RR.

BROWNFIELD, MAINE

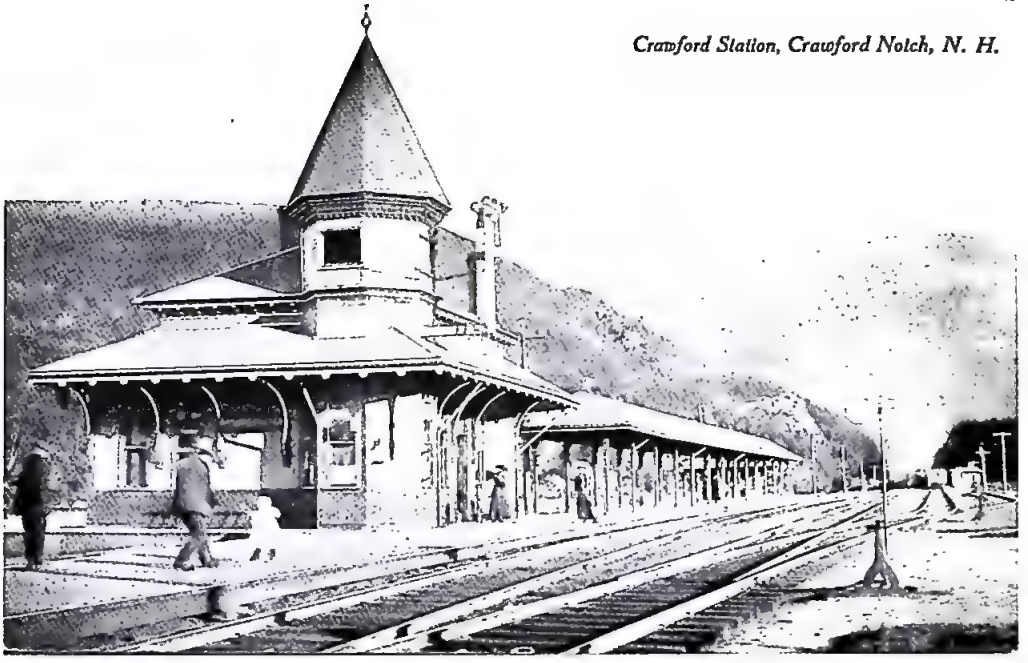
— 43.3 miles from Portland.

MAINE CENTRAL RAILROAD
GOOD IN COACHES ONLY
PORTLAND, Me. (D) To
CONWAY CENTER, N. H.
Good for One Passage in direction first presented within ONE YEAR in addition to date stamped.
Subject to tariff regulations.
BC 19364 L1
PASS TRAFFIC MANAGER
203
120

FRYEBURG, MAINE

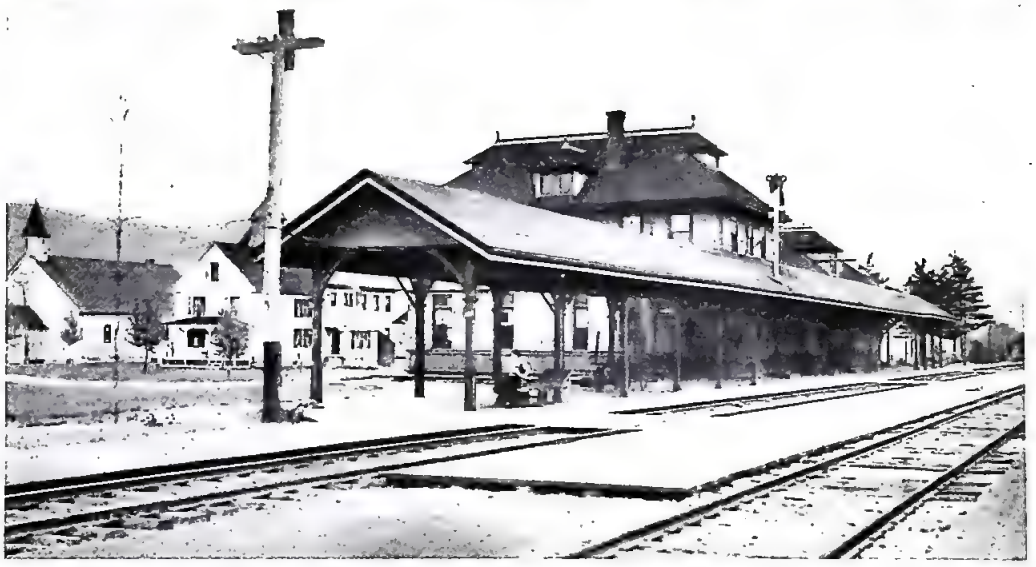
— 49.8 miles from Portland on the way to St. Johnsbury, Vt.

Crawford Station, Crawford Notch, N. H.



CRAWFORD NOTCH, NEW HAMPSHIRE

– still stands but the station shelter is long gone as are the yard and the agent.



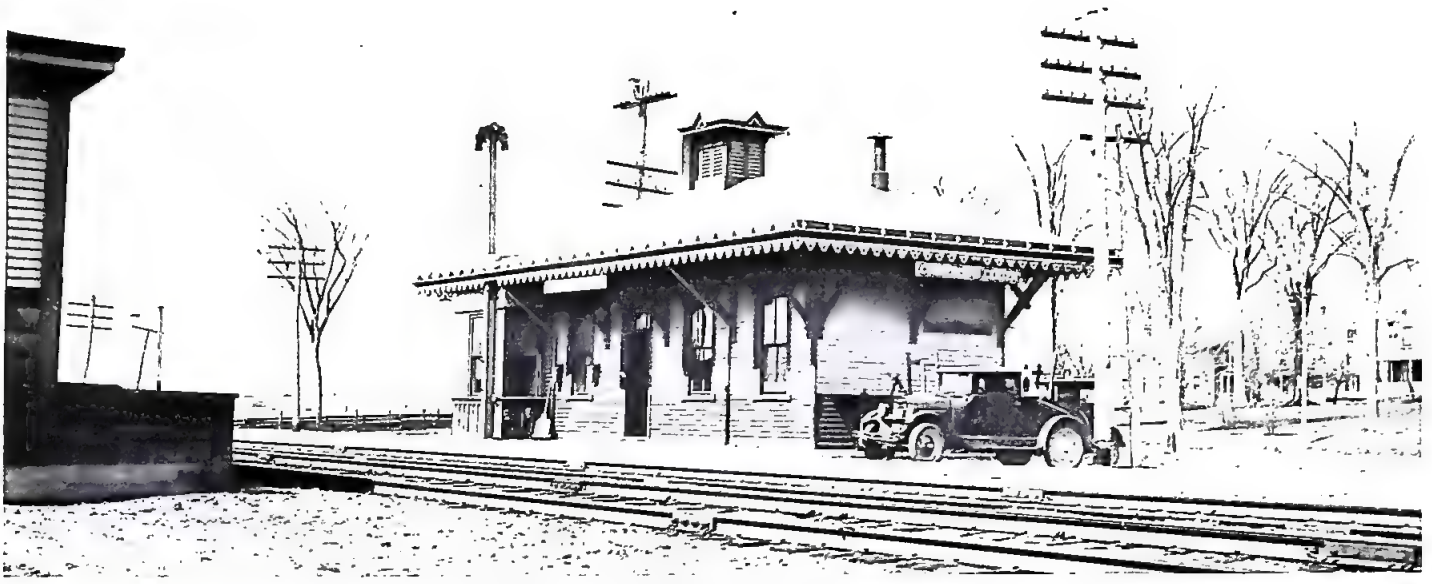
BARTLETT, N. H.

– 1911 view of the station located 70.5 miles from Portland.

BEMIS, N. H.

– just a flag stop.

MAINE CENTRAL RAILROAD
BC GILMAN, Vt. to
WHITEFIELD, N. H.
Good for One Passage within thirty days
In addition to date of sale
as stamped on back. Subject to tariff regulations.
L1
PASS. TRAFFIC MGR.
9651



CUMBERLAND CENTER, MAINE
– 9.5 miles from Portland on the main line.

GRAY, MAINE
– 19.7 miles from Portland on the Lewiston line.

GRAY DEPOT, MAINE.

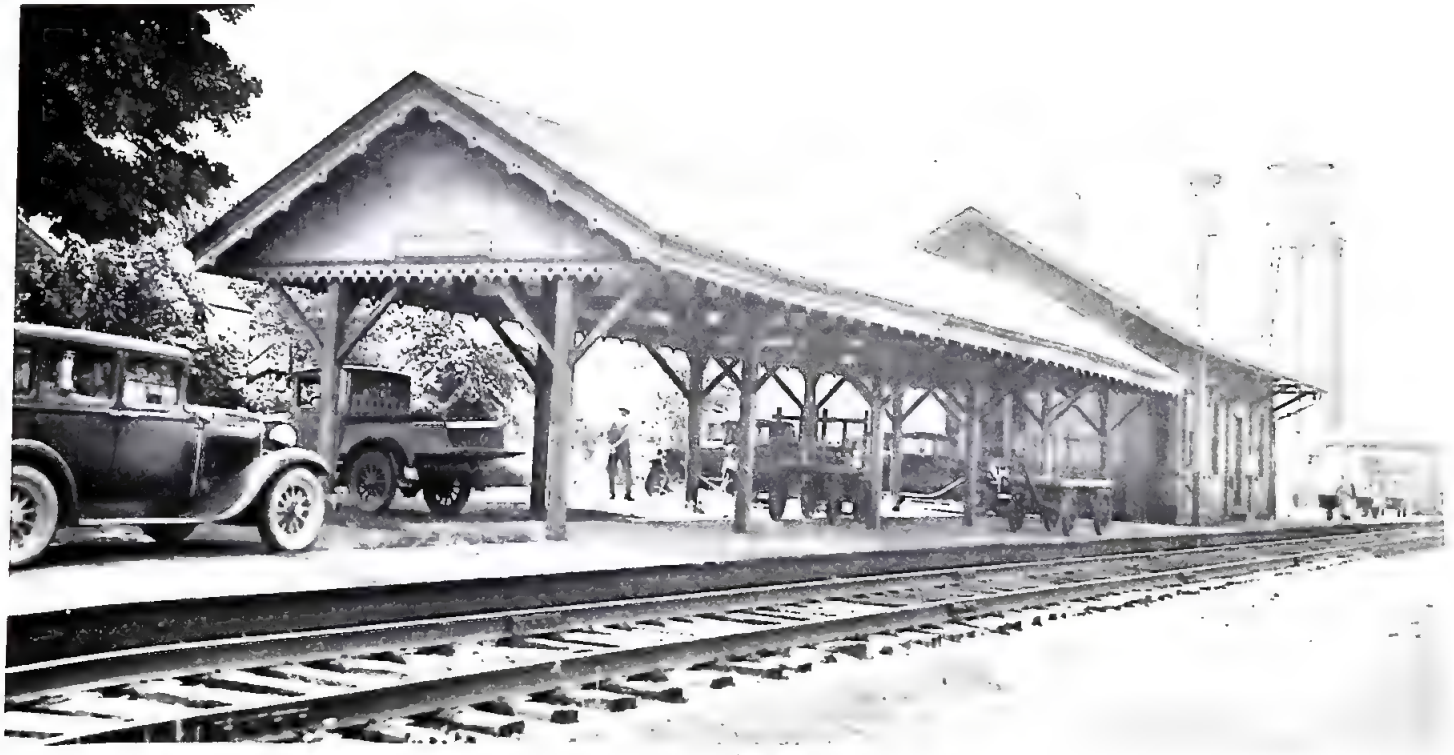
LEWISTON, MAINE
– 35.5 miles from Portland.

MAINE CENTRAL RAILROAD
GOOD IN COACHES ONLY
LEWISTON, Me. To
LIVERMORE FALLS, Me.
9363
Good for One Passage in direction first presented within ONE YEAR from date stamped.
Subject to tariff regulations.
BC 17510 L1
PASS TRAF MANAGER

GREENE, MAINE
– 43 miles from Portland on the Lewiston line.

MONMOUTH, MAINE
– 49.6 miles from Portland.

WINTHROP, MAINE
– 55.1 miles from Portland.



NORTH BELGRADE, MAINE
– 73.5 miles from Portland.

OAKLAND, MAINE
– 77.7 miles from Portland and at the junction of the Bingham and Somerset branch.

YARMOUTH JUNCTION, MAINE
– where the MEC crosses the Grand Trunk Railroad, 13 miles from Portland.

PEJEPSCOTT MILLS, MAINE
– 15 miles from Lewiston on the Lewiston-Brunswick branch.

CATHANCE, MAINE
– on the main line to Augusta and Bangor.

BOWDOINHAM, MAINE
– 35.3 miles from Portland.

MAINE CENTRAL RAILROAD
GOOD IN COACHES ONLY
BRUNSWICK, Me. To
RICHMOND, Me.
Good for One Passage in direction first presented within ONE YEAR in addition to date stamped. Subject to tariff regulations.
BC 17816 L1
PASS MASTER (MANAGER)
0878

DRESDEN, MAINE
– a flag stop between Richmond and Gardner.

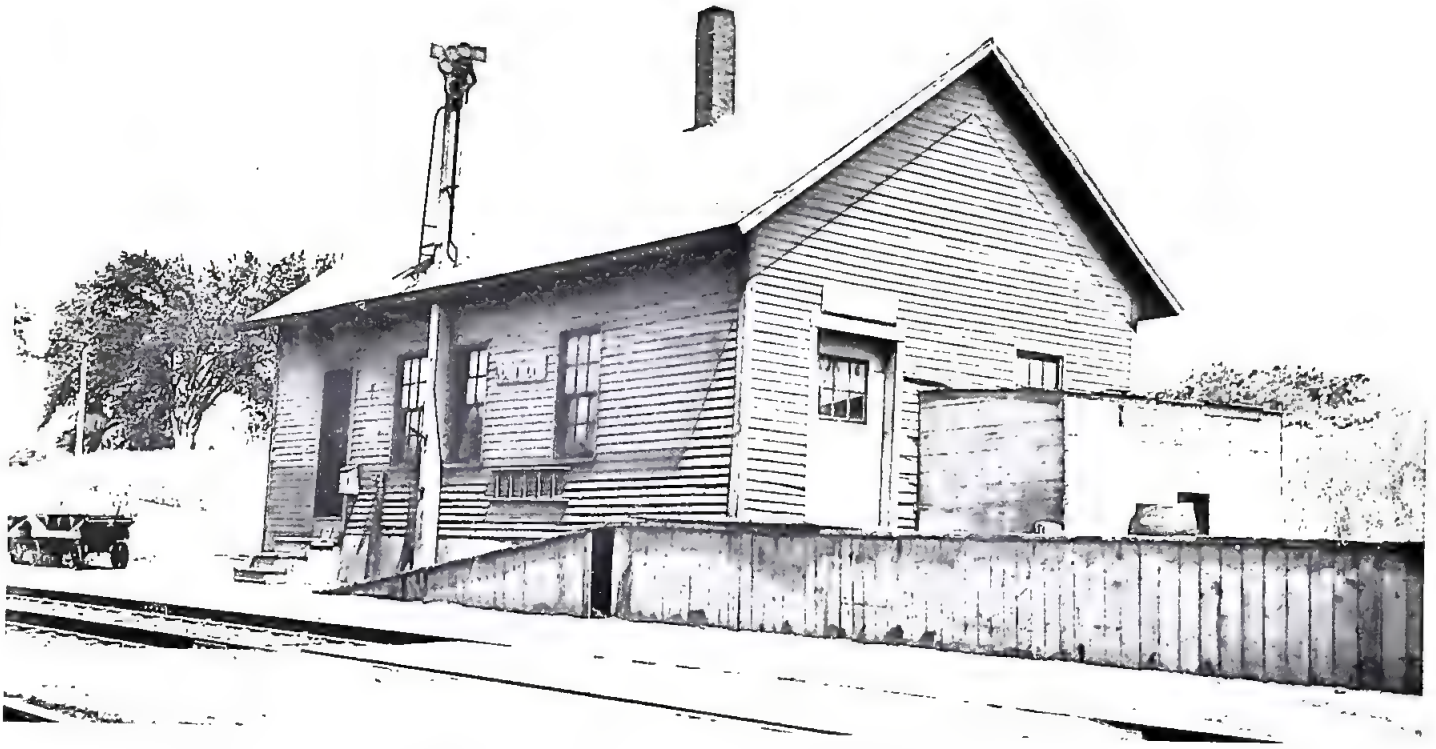
VASSALBORO, MAINE
– 72.3 miles out of Portland.

BURNHAM JUNCTION, MAINE

— 93.8 miles from Portland is the junction with the Belfast & Moosehead Lake Railroad.

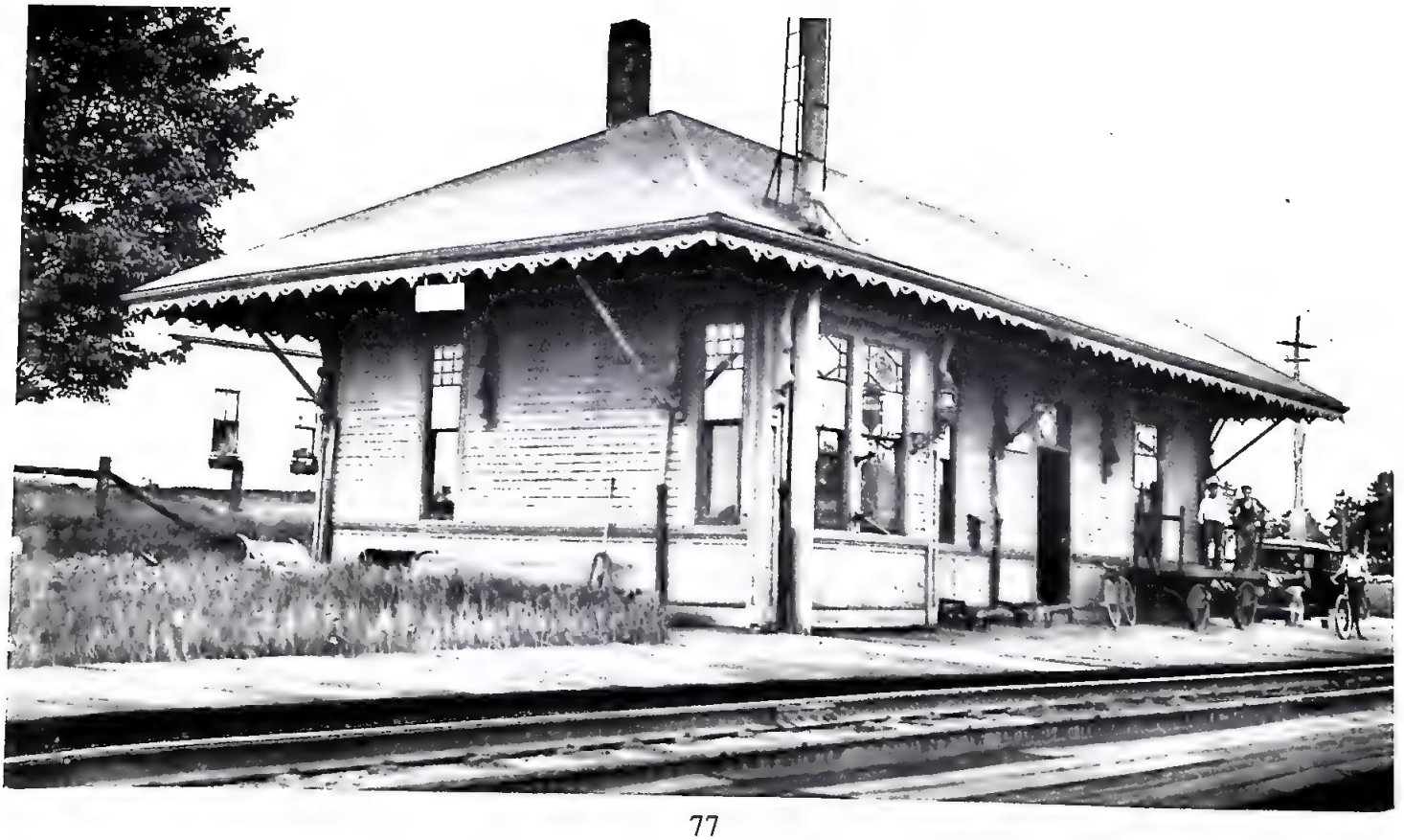
PITTSFIELD, MAINE

— 100.9 miles from Portland, junction for the Harmony branch.



DETROIT, MAINE
– 105 miles from Portland.

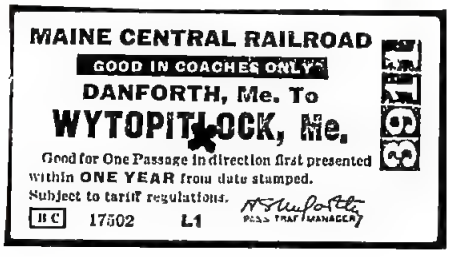
ETNA, MAINE
– 116.3 miles from Portland.



Danforth, Me., M. C. R. R. Station.

DANFORTH, MAINE

– 223 miles from Portland on the way to Vanceboro.



Maine Central Railroad Depot, Skowhegan, Me.

SKOWHEGAN, MAINE

– 18 miles from Waterville – the end of the line for the Skowhegan branch.

HARTLAND, MAINE

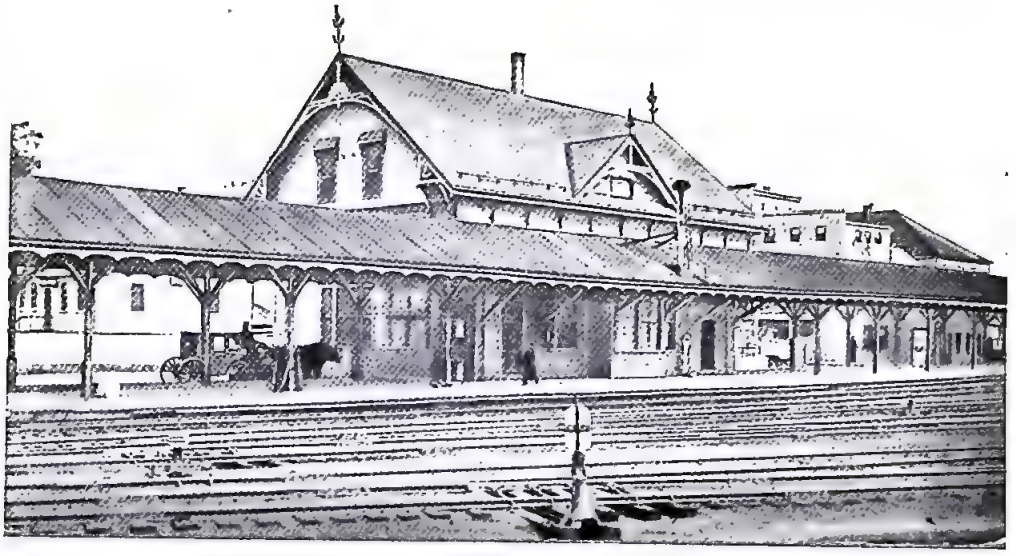
– 8.1 miles from Pittsfield on the Harmony branch.

ROCKLAND BRANCH STATIONS

BATH, MAINE

– the first major station on the Rockland branch is Bath, 36.4 miles from Portland.

M. C. R R. Station, Bath, Maine.



NEQUASSET, MAINE

– an ornate shelter and flag stop on the Rockland branch located between Woodwich and Montsweag.

WISCASSET, MAINE

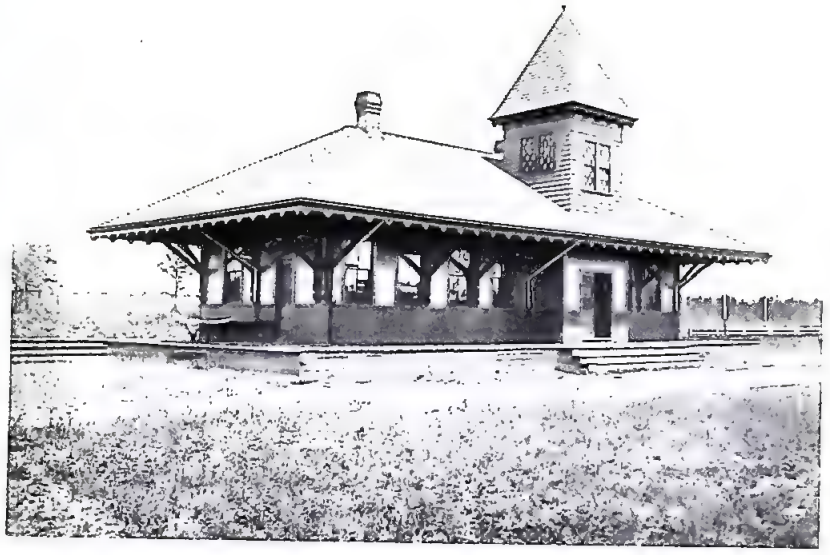
– Junction point with the Wiscasset, Waterville and Farmington Railroad (2 foot gauge) whose depot can be seen in the background to the right. 47.7 miles from Portland.

DAMARISCOTTA MILLS, MAINE

– 56.6 miles from Portland.

WALDOBORO, MAINE
– 66.2 miles from Portland.

THOMASTON, MAINE
– 80 miles from Portland was one of the oldest stations in New England when this photo was made about 1900.



RICCARS, MAINE

MECHANIC FALLS, MAINE

— 11.6 miles from Rumford Junction on the Portland-Rumford branch. Junction point with the Grand Trunk. The Portland and Rumford Falls Railway continued from this point north to Rumford Falls and Kennebago (bought out by the MEC).

WEST MINOT, MAINE
– 16.1 miles from Rumford Junction.

EAST HEBRON, MAINE
– 20.0 miles from
Rumford Jct.

GILBERTVILLE, MAINE
– 38.3 miles from Rumford Jct.

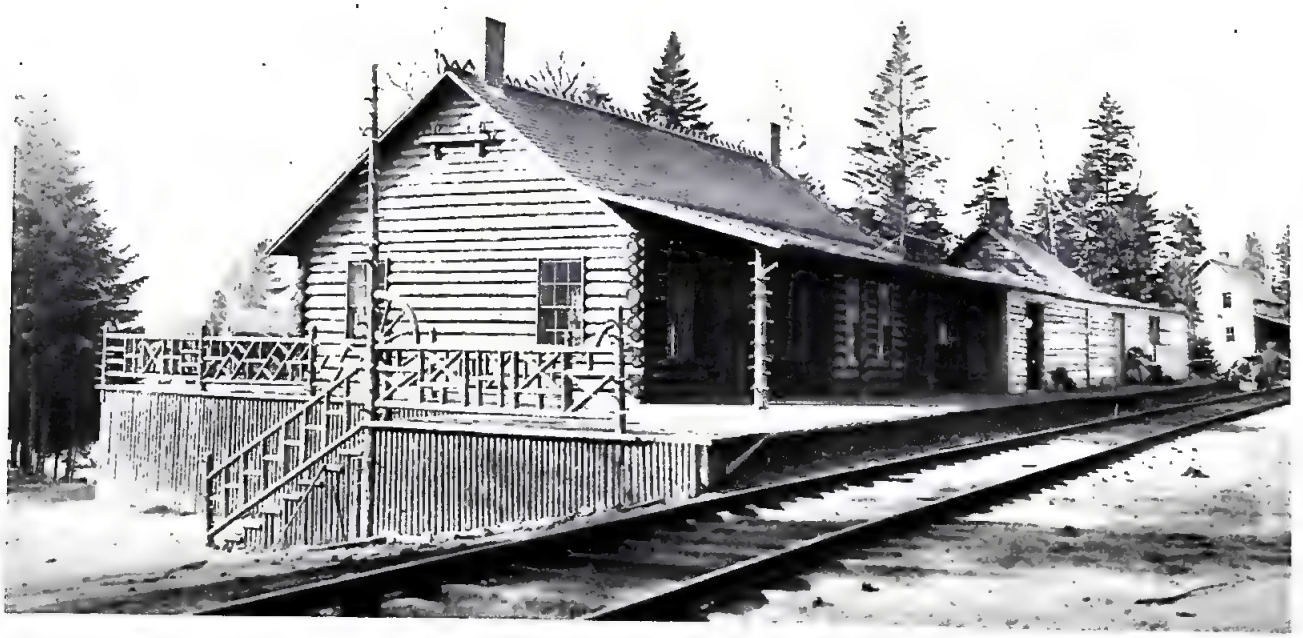
DIXFIELD & WEST PERU, MAINE
– 48.1 miles from Rumford Jct.

RUMFORD FALLS (RUMFORD), MAINE

– on the Portland & Rumford Falls branch as it looked about 1900. 52.7 miles from Rumford Jct.

BEMIS, MAINE

– the only log cabin station in the east.



HOUGHTON, MAINE

— on the Kennebago branch also served as a Post Office.

RILEY'S, MAINE

– 4.6 miles out of Livermore on the branch to Gilbertville.

FARMINGTON BRANCH STATIONS

LEEDS CENTER, MAINE

– 53.4 miles from Portland.

LIVERMORE (LIVERMORE FALLS), MAINE
– at the junction of the Farmington Branch and the Livermore Falls-Canton branch.

NORTH JAY, MAINE
– 71.9 miles from Portland.

EAST WILTON, MAINE

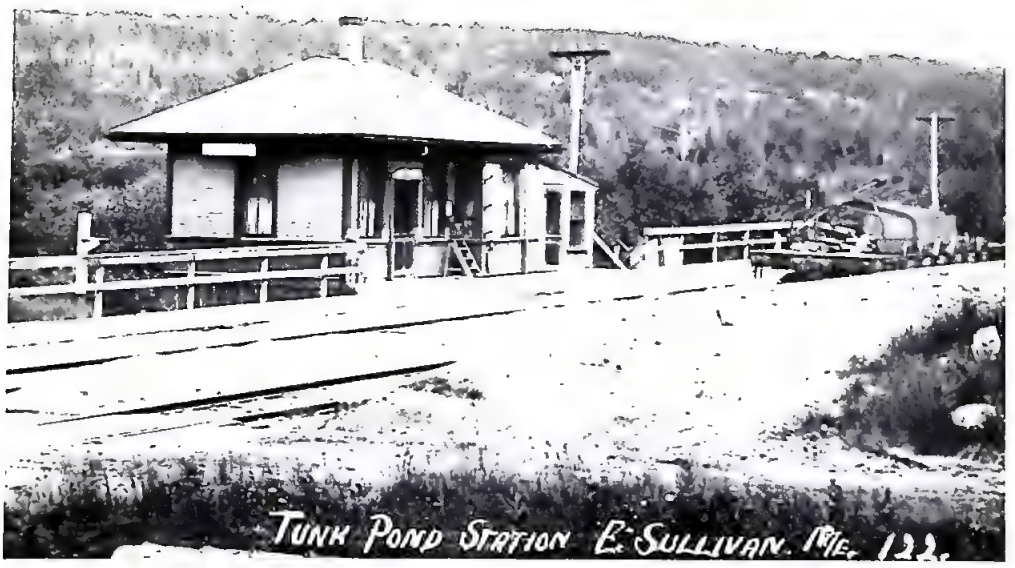
— 77:8 miles from Portland.

FARMINGTON, MAINE

— 82.7 miles from Portland was the end of the Farmington branch and the start of the two foot gauge Sandy River and Rangeley Lakes Railroad. Note the narrow-gauge track and the ball signals that control the crossing as well as the shed over the tracks to cover the two foot trains during the bad weather.

GREEN LAKE, MAINE

– 152.8 miles from Portland on the Mt. Desert branch.



TUNK POND STATION (E. SULLIVAN), ME.

–now known as Tunk Lake, Maine.

CHERRYFIELD, ME.

– 195.7 miles from Portland.

MACHIASPORT, ME.
— 226.5 miles from Portland.

CALAIS, MAINE
— end of the line, 268.9 miles from Portland.

WOODLAND, MAINE
— 11.7 miles from Calais, on the Woodland branch.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD

OPERATED AND CONTROLLED LINES.

Chapter 7

New Haven

The New Haven Railroad began to take shape in 1844 as the New York and New Haven Railroad. During the next 50 years so many other railroads were taken over and leased by the New Haven or merged into its system that for many years it was known as "the Consolidated". During the early days of the New Haven such colorful characters as Diamond Jim Brady and J.P. Morgan ran the New Haven and the railroad was considered a blue chip investment suitable even for such conservative investors as widows and charitable organizations.

The New Haven lines covered the entire state of Connecticut and the eastern portion of Massachusetts with such a thick blanket of branches that most of this area saw no other rail competition.

Traffic on the New Haven has always included a good deal of passenger volume because the region served by the railroad is well populated and well industrialized. Merchandise traffic was also heavy in the early days but the advent of the auto and the development of express highways in southern New England have resulted in a sharp decline in both passengers and freight to the point where the New Haven suffered through several bankruptcies. In allowing the merger of the New York Central with the Pennsylvania, the Interstate Commerce Commission required the Penn Central to take over the New Haven lines in 1969, and since that time the railroad has been operated as part of the (bankrupt since 1971) Penn Central system.

Because of the many railroads that went into making up the New Haven there is no apparent "standard station design". The photos on the following pages show this individuality in design. Most of the depots are long gone due to continuing track abandonments as well is the elimination of almost all intercity passenger trains over the years.

New York New Haven and Hartford RAILROAD.

GREAT BARRINGTON, MASS.

– 87 miles from S. Norwalk.

SHEFFIELD, MASS.

CANAAN, CONN.

– former junction point with Central New England Railroad located 75 miles north of S. Norwalk.

WEST CORNWALL, CONNECTICUT

CORNWALL BRIDGE, CONN.

– 59 miles from S. Norwalk.

KENT, CONNECTICUT

WOODROW, CONNECTICUT

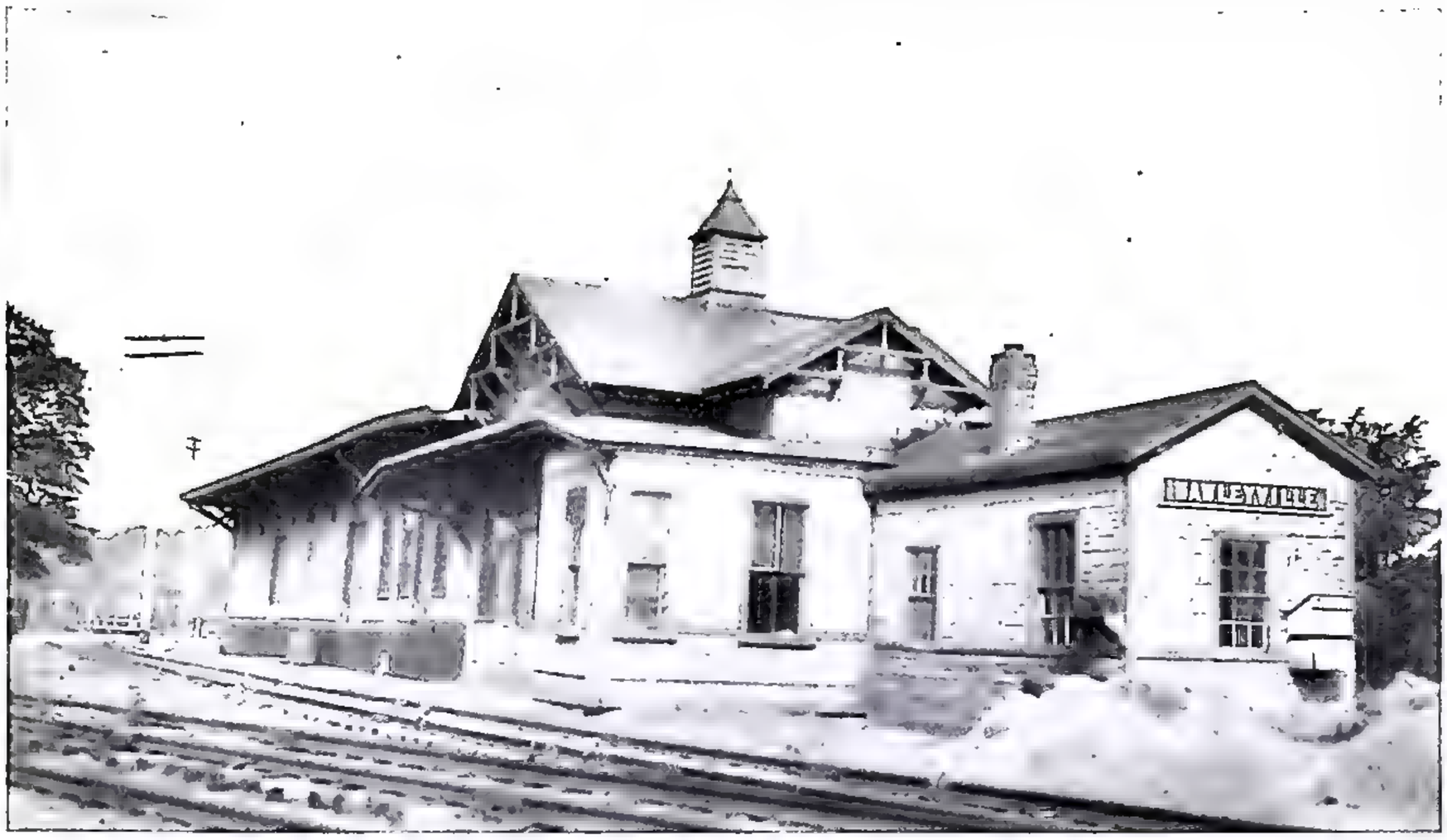
– a nice place to visit but it looks like this fellow doesn't want to stay.

BRANCHVILLE, CONNECTICUT

– 13 miles from South Norwalk, Branchville is the junction for the Rigefield branch.

BOTSFORD, CONN.

– between Bridgeport and Danbury.



HAWLEYVILLE, CONNECTICUT
– between Danbury and Botsford.

LITCHFIELD, CONNECTICUT
– end of the Litchfield branch as it looked in 1931.

THOMPSONVILLE, CONN.

– located south of Springfield, Mass.

BLOOMFIELD, CONN.

– between Hartford and Tariffville.

COLLINSVILLE, CONN.

– on the New Hartford branch. Photo 1934.

GREEN FARMS, CONN.
— near Bridgeport.

BRANFORD, CONN.
— near New Haven.

SOUTH LYME, CONN.
— near New London.

ESSEX, CONN.

— steam train excursions now operate from Essex to Deep River over the Connecticut Valley RR. The station looked like this in 1929.

DEEP RIVER, CONN.

CHESTER, CONN.

— located north of Deep River on the way from Saybrook - Middletown.

WALLINGFORD, CONN.

WESTCHESTER, CONN.
— on Amston branch between Amston and Middletown.

AMSTON, CONN.
— between Middletown and Willimantic.

TAFTS, CONNECTICUT
– between Groton and Plainfield.

ELLINGTON, CONN.
– between Vernon and Melrose.

PUTNAM, CONN.
– at the junction of the Worchester-New London branch and the Boston-Willimantic branch.

HOPE, RHODE ISLAND
– end of the line on the Hope branch west of Providence.

HAMPDEN MEADOWS, RHODE ISLAND
– near Bristol on the Bristol branch.

TARKLIN, RHODE ISLAND
— between Providence and Pascoag.

LYMANSVILLE, R. I.
— near Providence.

SQUANTUM, R. I.
— near Providence.

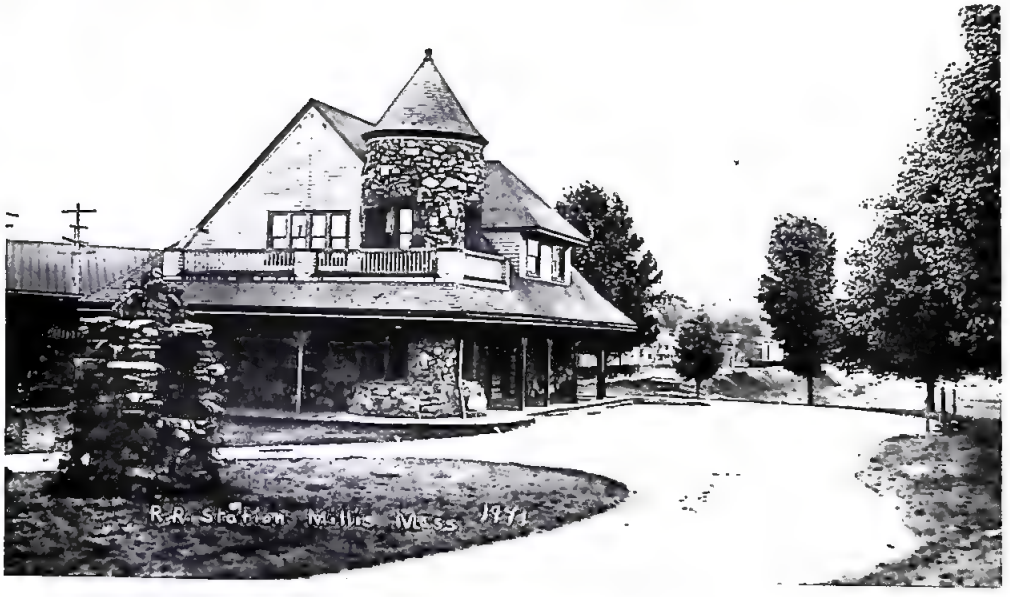
ABBOTTS RUN, RHODE ISLAND
– between Woonsocket and Valley Falls.

STERLING, MASS.
– south of Fitchburg.

NEWTON UPPER FALLS, MASS.

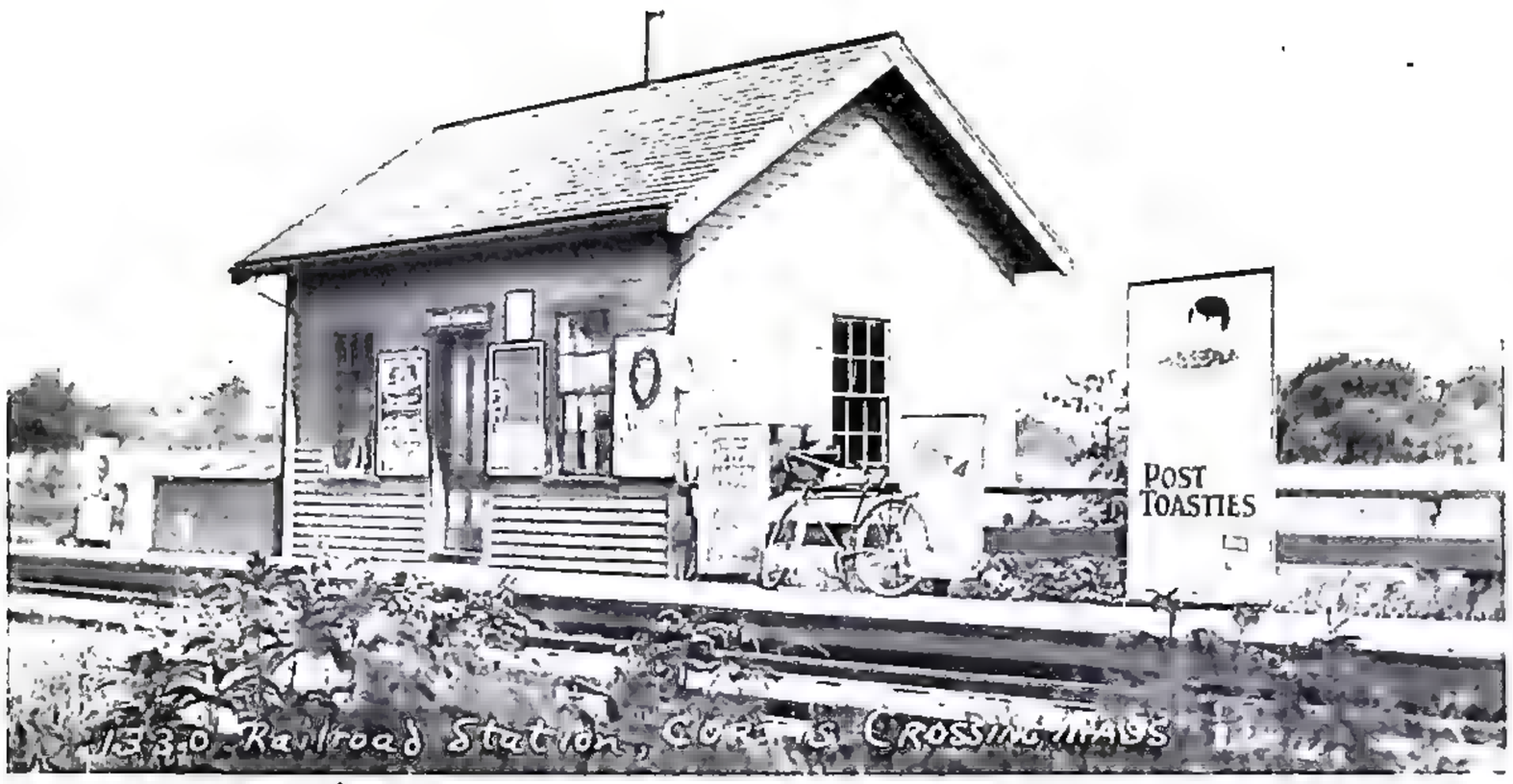
– a Boston, Hartford & Erie RR station located between Newton Highlands and Needham.

WEST MEADWAY, MASS.
— between Woonsocket and Needham, Mass.



MILLIS, MASS.
— on the Franklin branch.

ASHCROFT, MASS.
— 10 miles out of Boston in Dedham.



CURTIS CROSSING, MASS.

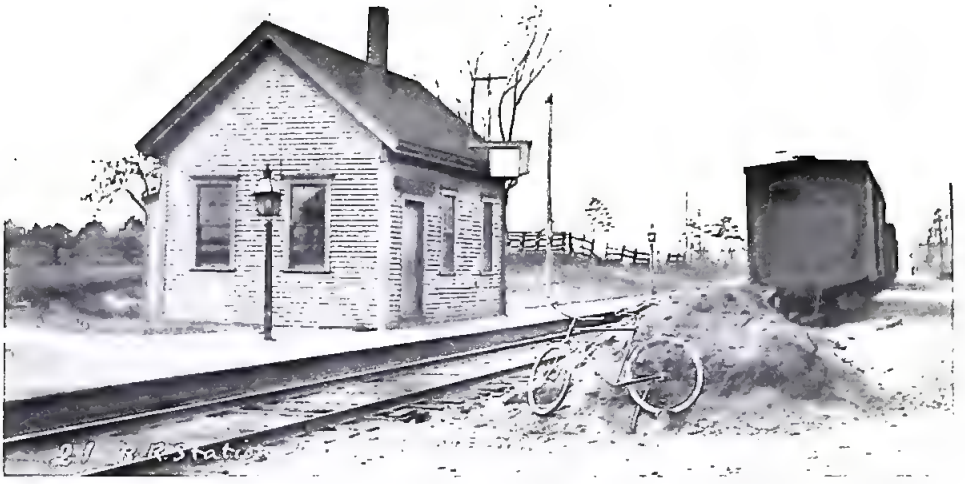
– near Hanover on the Hanover branch.

SOUTH STOUGHTON, MASS.

– 17 miles from Boston.

SHARON HEIGHTS, MASS.

– Boston & Providence RR station near Stoughton.



BARROWSVILLE, MASS.
— between Attleboro and Taunton.

MT. PLEASANT (NEW BEDFORD), MASS.
— near New Bedford.

CRANES (NORTON), MASS.
— between Mansfield and Taunton.

NORTH FOXBORO, MASSACHUSETTS
— on the Boston, Clinton Fitchburg & New Bedford Railroad between Walpole and Taunton.

TAUNTON, MASS.
—the local to New Bedford is about ready to leave.

WEST HINGHAM, MASSACHUSETTS
— on the Plymouth branch.

DUXBURY, MASS.
— on the Plymouth branch
37.7 miles from Boston.

SEASIDE, MASSACHUSETTS
— near Plymouth on the Plymouth branch.

WHITMAN, MASSACHUSETTS
— 21 miles south of Boston on the way to Kingston.

SOMERSET JUNCTION, MASS.

— on the Fall River branch RR between Fall River and Myricks.

TEMPEST KING (WAREHAM), MASS.

— between Tremont and Buzzards Bay.

TREMONT, MASS.

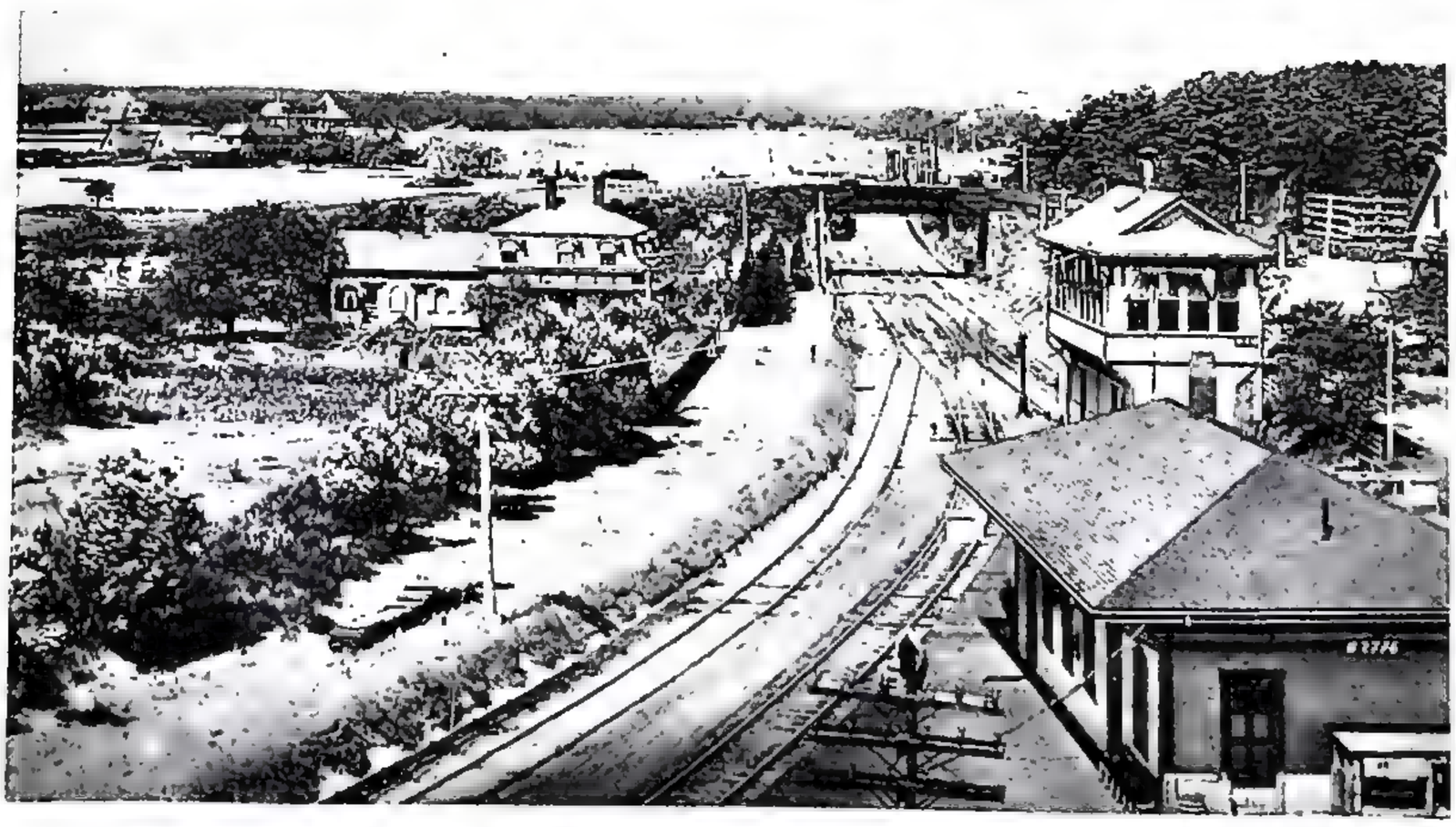
— junction for the Fairhaven branch 45.6 miles from Boston.

MELVILLE, RHODE ISLAND

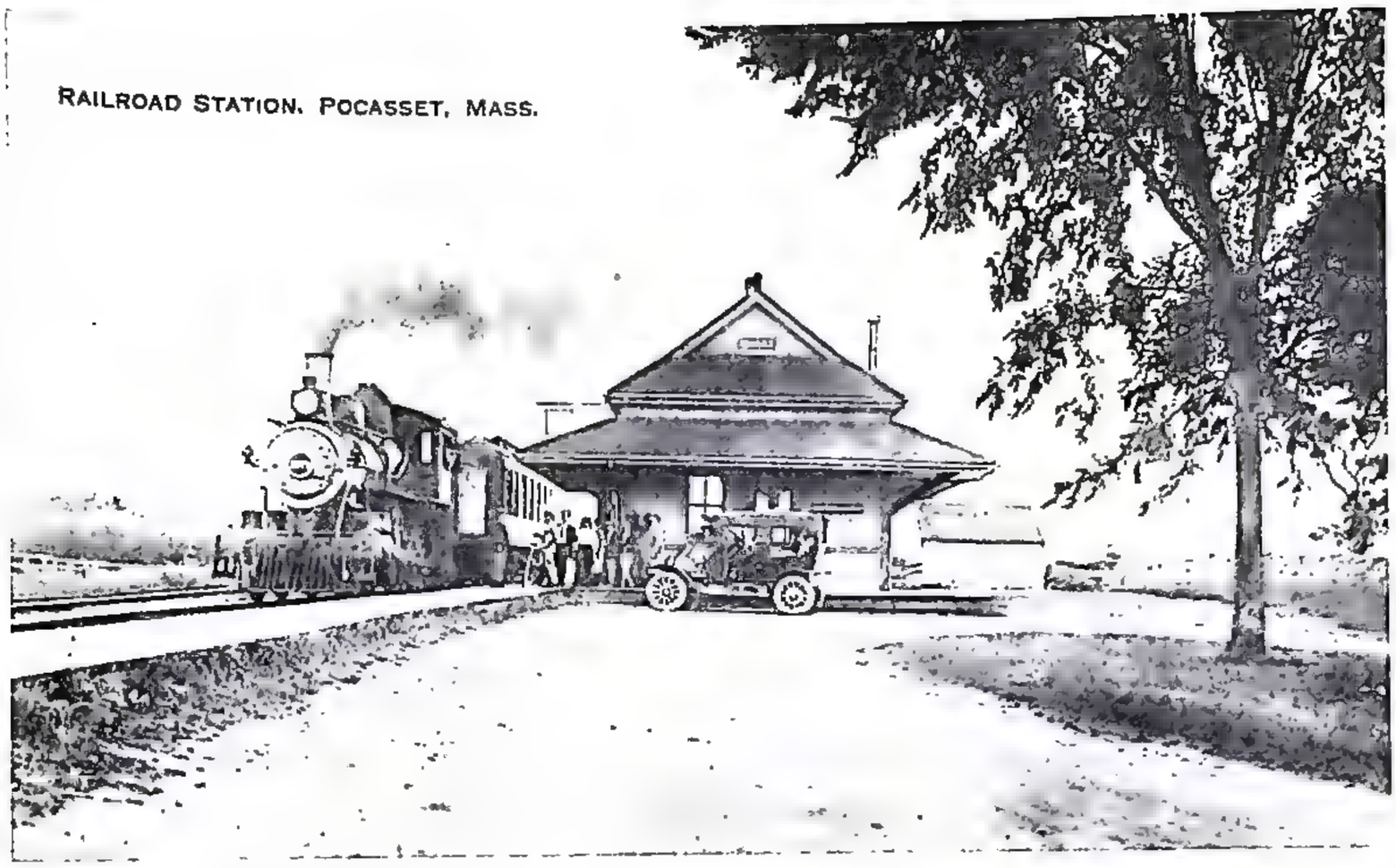
FAIRHAVEN, MASSACHUSETTS
– at the end of the Fairhaven branch.

SOUTH WAREHAM, MASSACHUSETTS

MATTOPOISETT, MASS.
—on the Fairhaven branch.



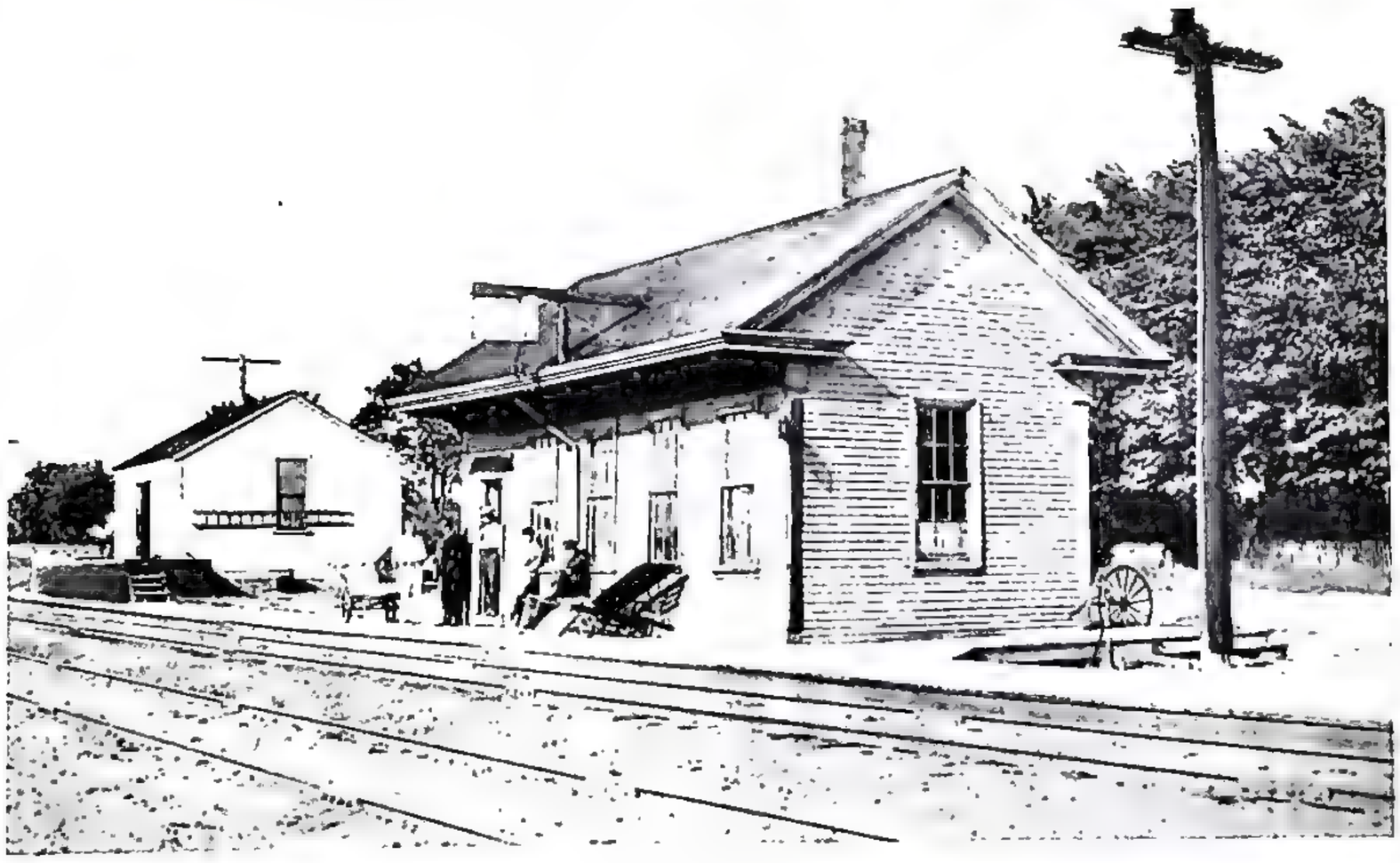
BUZZARDS BAY, MASS.
— on the main line to Cape Cod 54.6 miles from Boston.



The New York New Haven and Hartford Railroad Co.
COACH TRAVEL
WOODS HOLE
BC
AND
1060
POCASSET
Good for One Passage in direction first presented in COACHES ONLY, unless supplemental passage ticket for Pullman Car is attached, within ONE YEAR in addition to date stamped.
Subject to tariff regulations.
A18464 Form C1-C
1326

POCASSET, MASS.

— on the Woods Hole branch.



The New York New Haven and Hartford Railroad Co.
COACH TRAVEL
WOODS HOLE
BC
AND
1060
BUZZARDS BAY
Good for One Passage in direction first presented in COACHES ONLY, unless supplemental passage ticket for Pullman Car is attached, within ONE YEAR in addition to date stamped.
Subject to tariff regulations.
A21008 Form C 1-C
15036

WEST FALMOUTH, MASS.

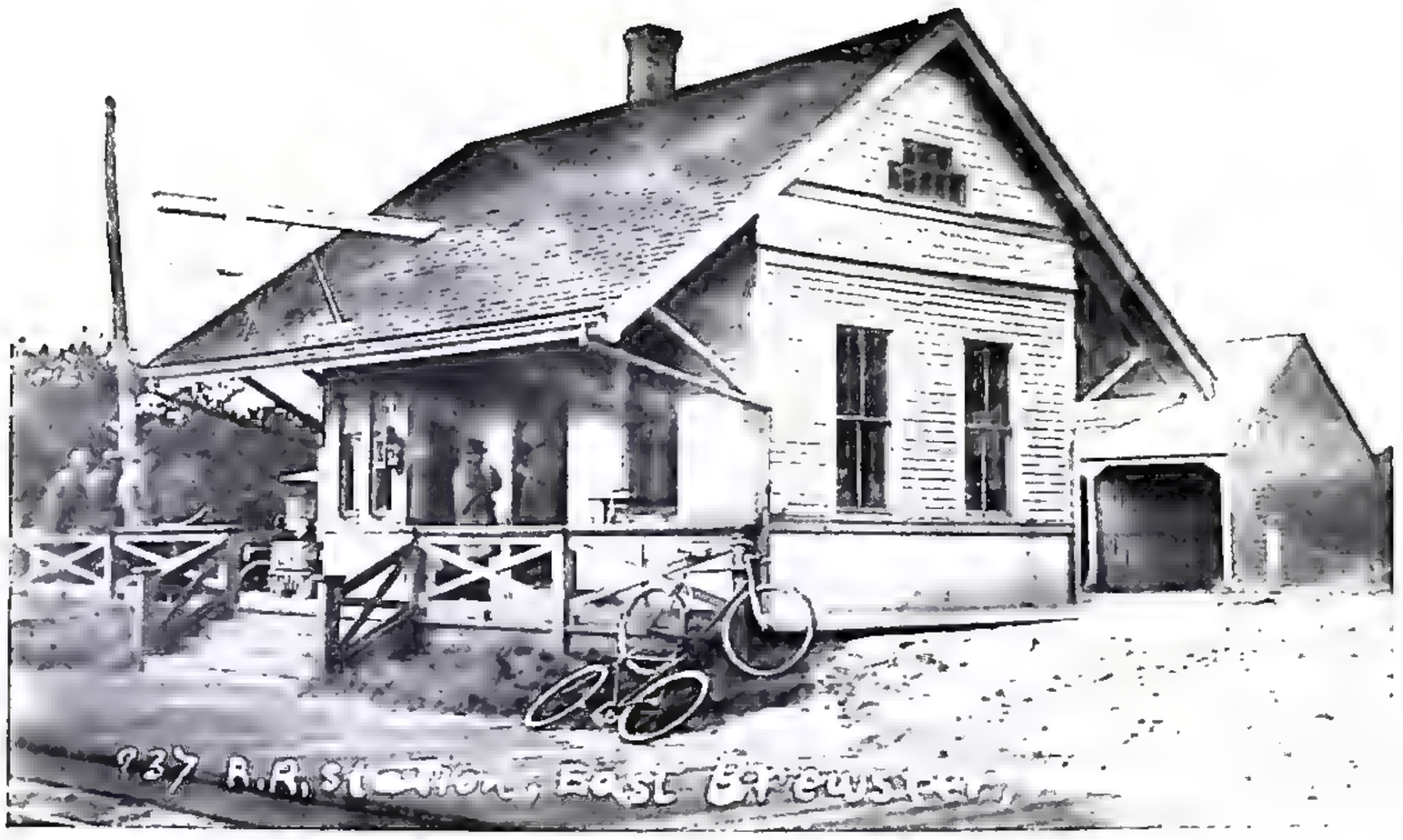
— on the Woods Hole branch.

CHATHAM, MASS.

— on the Chatham branch, now abandoned, the depot survives as a railroad museum.

EAST BREWSTER, MASS.

— between Harwich and Provincetown on the old Cape Cod Central RR.



R. R. Station, N. Truro, Mass.

NORTH TRURO, MASS.

— as it looked in 1909.

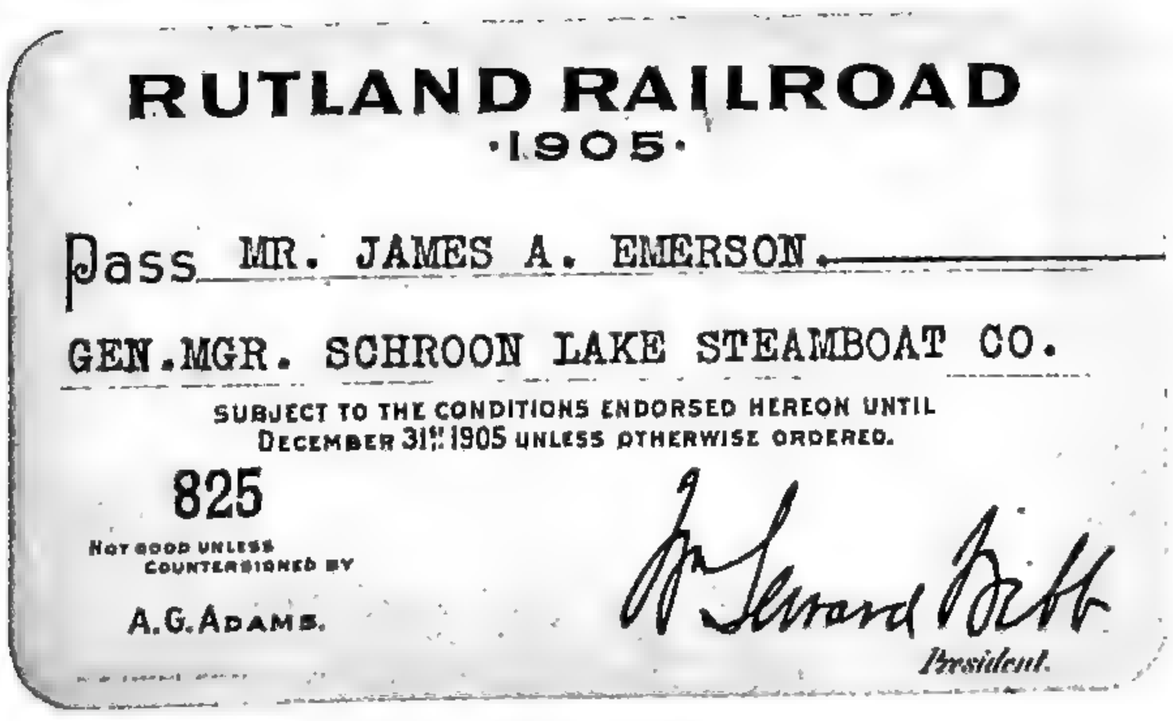
PROVINCETOWN, MASS.

— the end of the Cape Cod line 120 miles from Boston. 1927 photo.

Chapter 8

Rutland

The Rutland Railway was one of New England's smaller railroads operating from Bennington, in the southwest corner of Vermont and Bellows Falls in eastern Vermont to Rutland and on to Burlington and then into New York state. During its prime, the railroad operated express trains with through cars from New York to Montreal, as well as milk trains, and local freights. The Rutland fell on hard times in the late 1940's and went through reorganization in 1950. All passenger service was discontinued by 1953, and the railroad continued as a marginal operation until a strike closed it in 1961. The Rutland was never to operate again, and after more than two years, the state of Vermont purchased the idle tracks and leased the Burlington-Rutland-Bennington section to a new company, the Vermont Railway. The Vermont Railway has made a successful comeback on this section, and at the same time, another company, the Green Mountain Railroad Company, has taken over operation of the Rutland-Bellows Falls line. The portion of the Green Mountain between Bellows Falls and Chester, Vermont sees passenger train excursions in the summer months operated by the Steamtown Museum at Bellows Falls.


RUTLAND RAILROAD
·1905·

Pass MR. JAMES A. EMERSON.

GEN.MGR. SCHROON LAKE STEAMBOAT CO.

SUBJECT TO THE CONDITIONS ENDORSED HEREON UNTIL DECEMBER 31st 1905 UNLESS OTHERWISE ORDERED.

825

NOT GOOD UNLESS COUNTERSIGNED BY

A.G.ADAMS.

President.

Pass Louis Kasbrouck & Conductor

O & L C R R

Until December 31st unless otherwise ordered.

1889

No. 124

Superintendent.

NORTH BENNINGTON, VERMONT

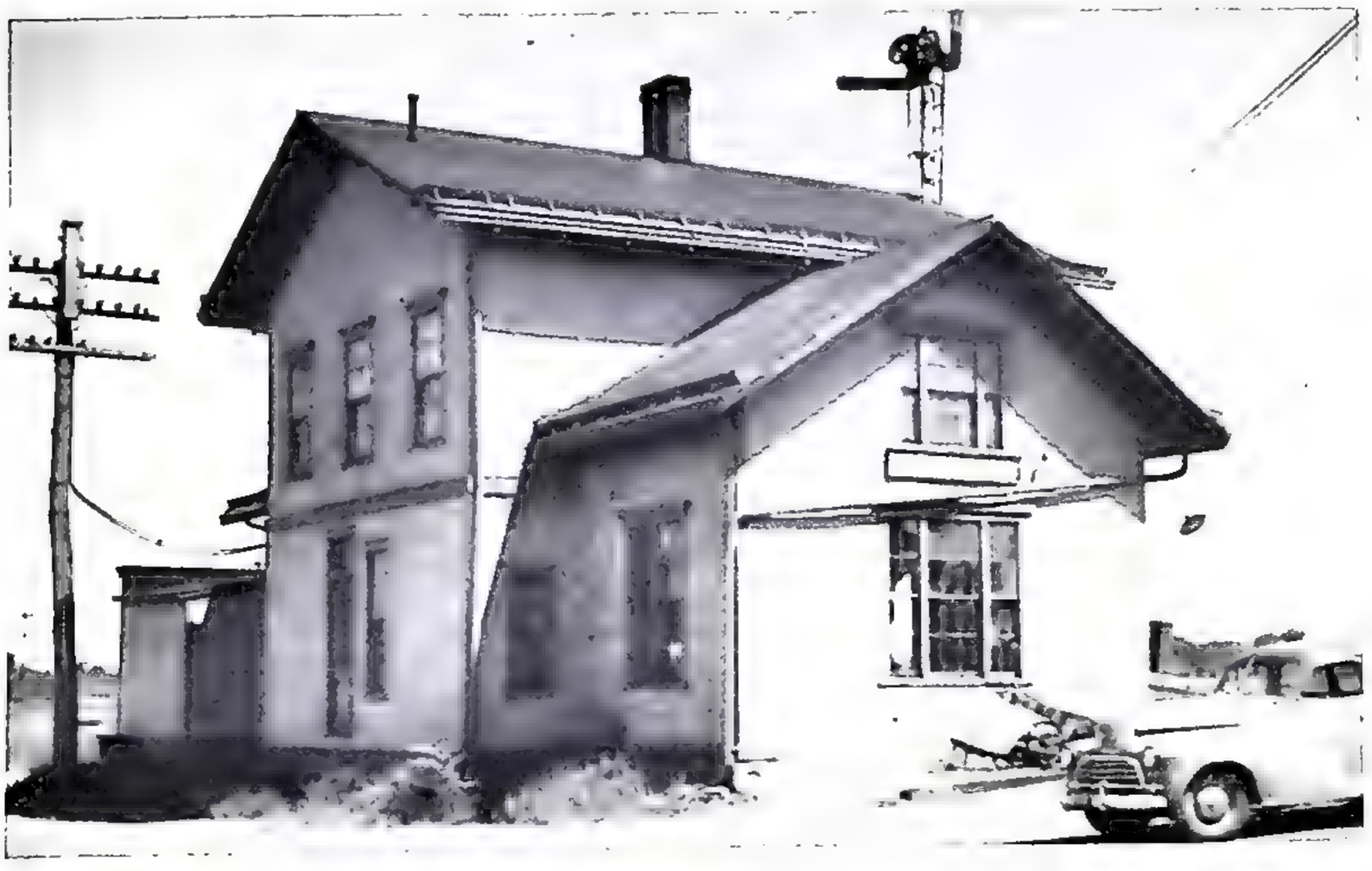
— truly one of New England's finer small town stations, North Bennington was a "union station" serving both the Rutland Railroad and the Boston & Maine. While the depot was allowed to fall into a state of disrepair when passenger service was discontinued, it is being restored (1972) and is certain to become a landmark of more than just local interest.

BENNINGTON, VERMONT

— as it looked in 1911.

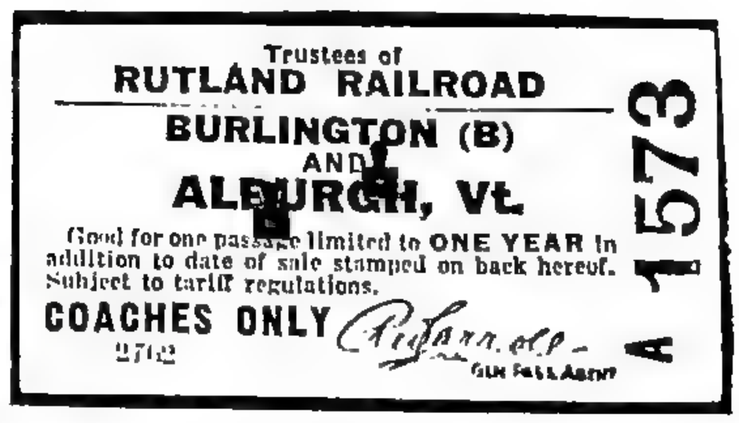
WALLINGFORD, VT.

– 45 miles north of White Creek.



VERGENNES, VT.

– 21 miles south of Burlington.

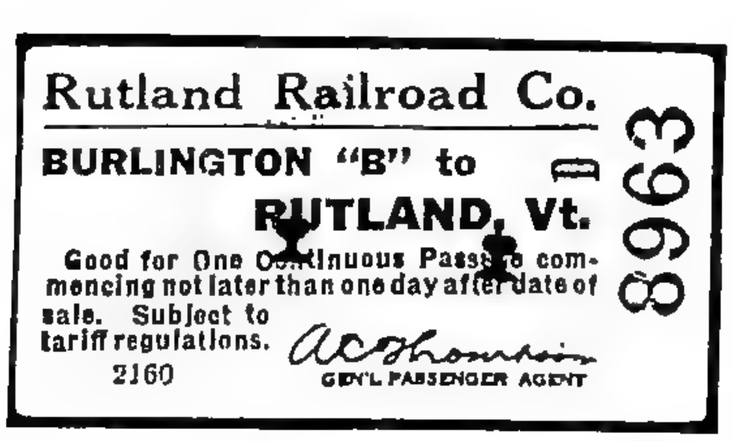

Trustees of
RUTLAND RAILROAD
BURLINGTON (B)
AND
ALBURGH, Vt.
Good for one passage limited to ONE YEAR in addition to date of sale stamped on back hereof. Subject to tariff regulations.
COACHES ONLY
2712
A 1573

MIDDLEBURY, VT.

– 33 miles north of Rutland.

SHELBURN, VERMONT

– the beautiful Shelburn station (115 miles north of White Creek) was moved and made a part of the Shelburn Museum. The Museum has a fine transportation collection and is well worth seeing.


Rutland Railroad Co.
BURLINGTON "B" to
RUTLAND, Vt.
Good for One Continuous Passage commencing not later than one day after date of sale. Subject to tariff regulations.
2160
GEN'L PASSENGER AGENT
8963

BELLOWS FALLS, VT.

– a B&M station but the end of the Rutland's Bellows Falls branch.

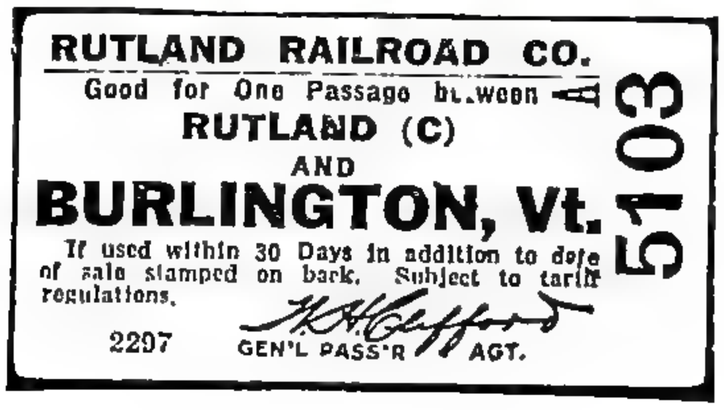
CHESTER, VERMONT

— located 13 miles from Bellows Falls, Chester is now the general offices of the Green Mountain Railroad which took over the Bellows Falls branch of the Rutland when it was abandoned in 1963

Excursion trains are operated over the tracks of the Green Mountain Railroad from the Bellows Falls area to Chester in the summer and a side trip to visit the railroad and the little Chester depot is bound to be a pleasant experience.

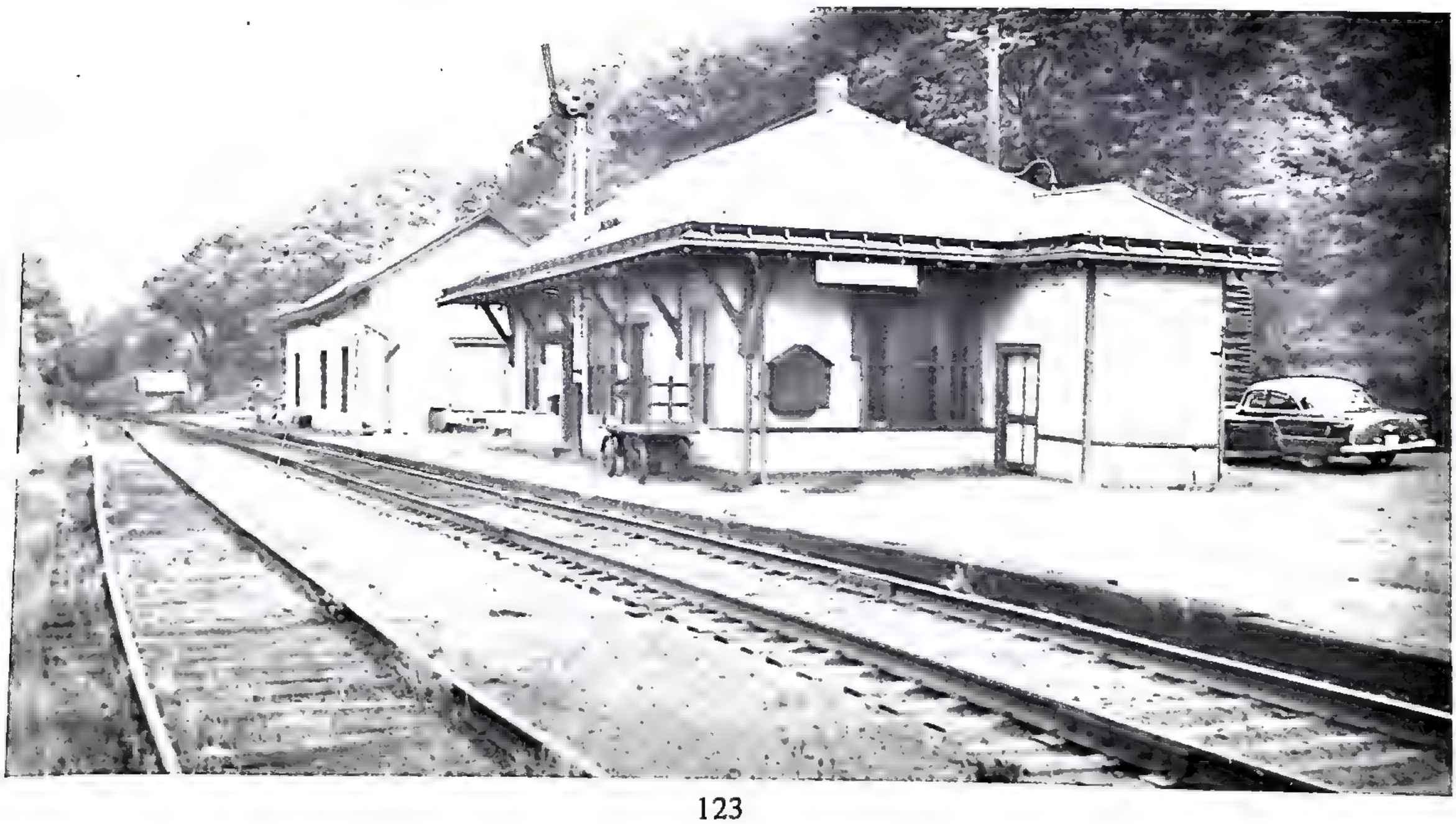
CAVENDISH, VT.

— 22.1 miles from Bellows Falls.


RUTLAND RAILROAD CO.
Good for One Passage between
RUTLAND (C)
AND
BURLINGTON, Vt.
If used within 30 Days in addition to date of sale stamped on back. Subject to tariff regulations.
2297 GEN'L PASS'R AGT.
5103

PROCTORSVILLE, VERMONT
– 23 miles from Bellows Falls.

LUDLOW, VERMONT
– 27 miles from Bellows Falls.



Chapter 9

The Short Lines

GEORGE'S VALLEY RAILROAD — UNION, MAINE

The George's Valley Railroad was chartered in August 1889 and projected to run from Warren (on the Rockland branch of the Maine Central) to Union, Maine. The line was opened in December of 1893. It's one locomotive and passenger car never handled much traffic and in 1920, it was taken over by its principal shipper, the Knox Company, and renamed the Knox Railroad. It operated almost as a plant switching line until its abandonment in November, 1932.

BINGHAM HEIGHTS, MAINE — 1910

The Somerset Railway was chartered in 1870 and opened for business between Oakland and North Anson in January 1874. The line was eventually extended to Kineo Station, Maine, a total of 90 miles. On July 1, 1911 it was merged into the Maine Central System.

LAKE MOXIE, MAINE

BELFAST & MOOSEHEAD LAKE RAILROAD

The Belfast & Moosehead Lake Railroad operates 33 miles of main line between Belfast, on the coast of Maine, and Burnham Junction – where a connection is made with the Maine Central. The history of the railroad goes back to 1870 when construction was completed. The owners promptly leased the railroad to the Maine Central who operated the line as their Belfast branch until 1926, when it was returned to local control. The railroad ownership now rests mainly with the City of Belfast, Maine. Daily freight service is provided and the principal freight carried is chicken feed – which provides a very good income for the little railroad.

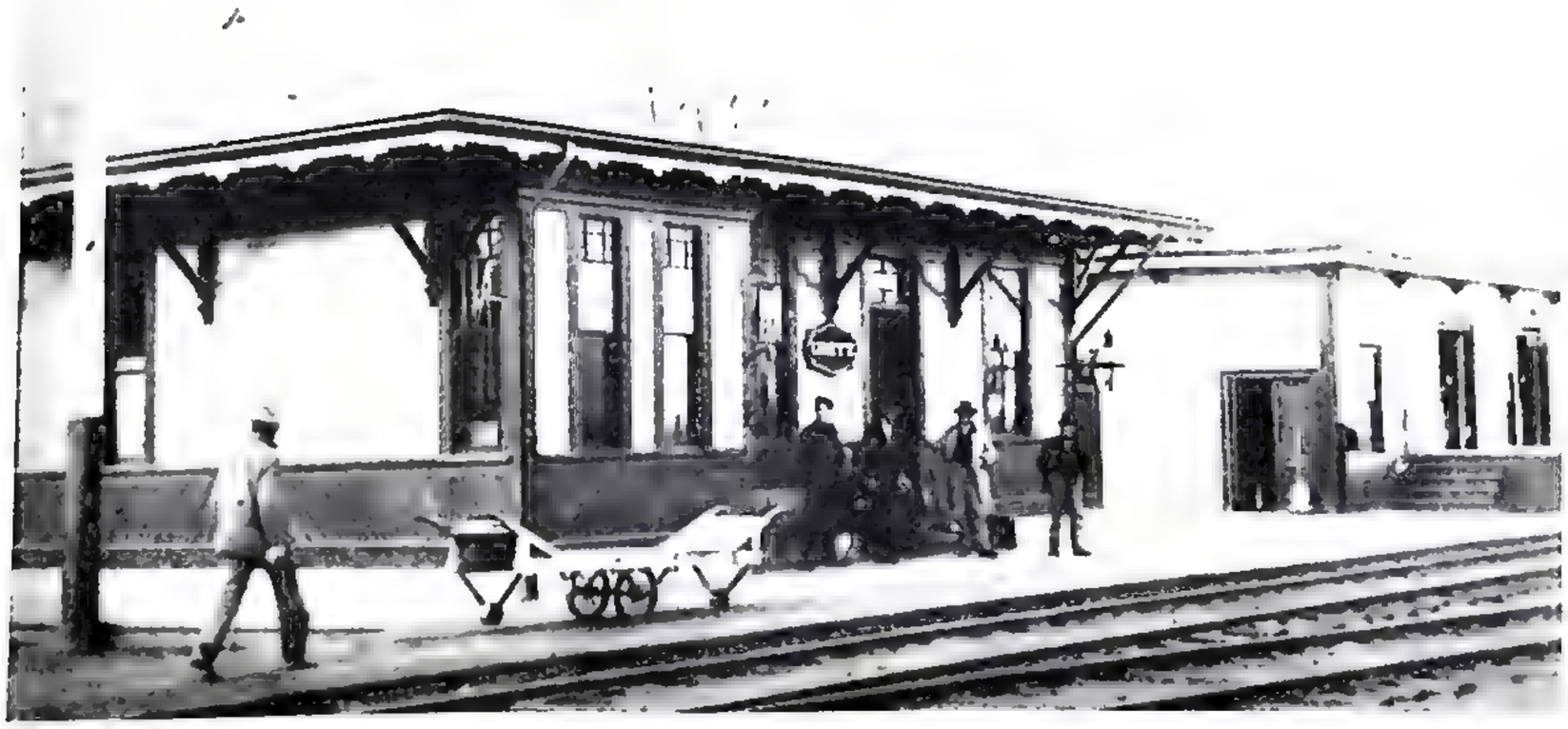
Railroad Station, Unity, Maine.

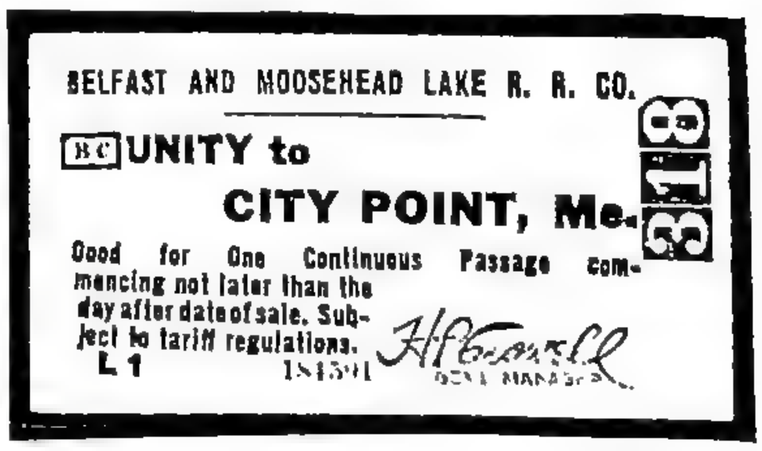
BELFAST, ME.

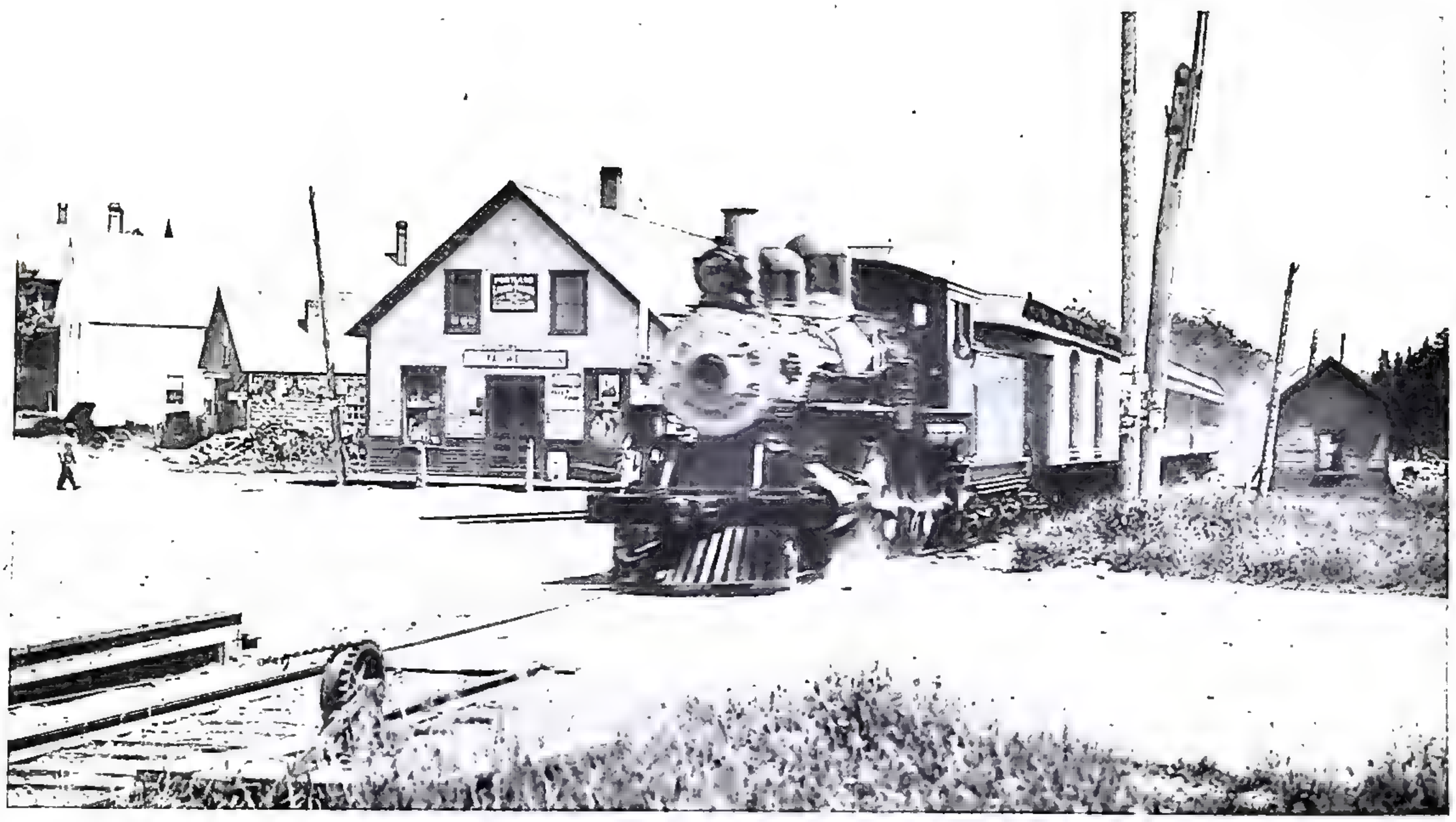
– during the days of Maine Central operation a passenger train arrives at the depot - about 1900.

MAINE CENTRAL RAILROAD
BC BELFAST to
WINNECOOK, Me.
444
Good for One Continuous Passage commencing not later than one day after date of sale. Subject to tariff regulations.
L 1
5012

UNITY, MAINE



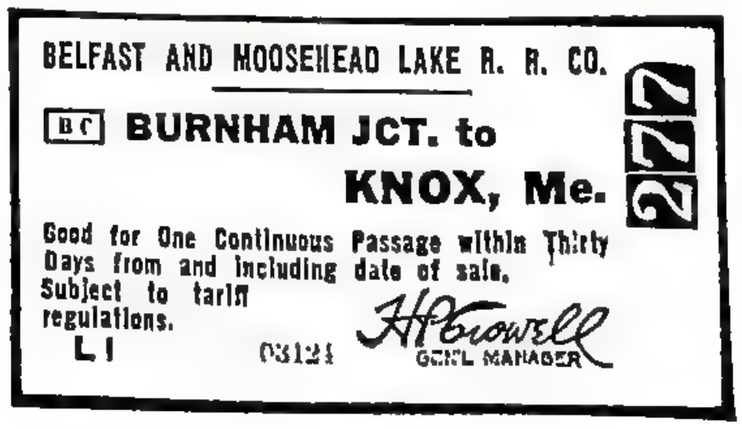

BELFAST AND MOOSEHEAD LAKE R. R. CO.
BC UNITY to
CITY POINT, Me.
818
Good for One Continuous Passage commencing not later than the day after date of sale. Subject to tariff regulations.
L 1
18491



THORNDIKE, MAINE — 1917

THORNDIKE, ME.
— 1907.

BELFAST AND MOOSEHEAD LAKE R. R. CO.
BC THORNDIKE to
CITY POINT, Me.
Good for One Continuous Passage commencing not later than the day after date of sale. Subject to tariff regulations.
L 1


BELFAST AND MOOSEHEAD LAKE R. R. CO.
BC BURNHAM JCT. to
KNOX, Me.
Good for One Continuous Passage within Thirty Days from and including date of sale.
Subject to tariff regulations.
L 1
03121
GEN'L MANAGER

PROFILE AND FRANCONIA NOTCH RAILROAD

– The Profile and Franconia Notch Railroad was chartered on July 11, 1878, and built during 1879-1881. The railroad had two divisions, one extending from Bethlehem Jct., to Profile House (10 miles) and the other from Bethlehem Jct. to Bethlehem Village (3.5 miles). The principal traffic was summer tourists coming to view the scenic White Mts. The railroad was merged into the Concord & Montreal Railroad early in the 1880's and became part of the Boston & Maine. All P&FN lines were abandoned in 1924.

R. R. Depot, Bethlehem, N. H.

BETHLEHEM, N. H.

Maplewood Depot, Maplewood, N. H.

MAPLEWOOD, N. H.

SUNCOOK, N. H.

— on the Boston & Maine south of Concord was the junction for the Suncook Valley Railroad.

The Suncook Valley was chartered in New Hampshire in 1863, and opened for business six years later. It was promptly leased to the Concord & Montreal Railroad which was later absorbed into the Boston & Maine system. The Suncook Valley branch was operated by the B&M until 1924 when it was returned to local control. The Suncook Valley Railroad was called the "Blueberry Express" because during the blueberry season, this was one of the principal items of freight carried. Rising costs and reduced traffic forced the abandonment of the railroad in 1952.

EPSON, NEW HAMPSHIRE

—Suncook Valley stations at Short Falls, Allentown and Chichester were of the same design.

PITTSFIELD, N. H.

– general offices of the S.V.R.R.

SHORT FALLS, N. H.

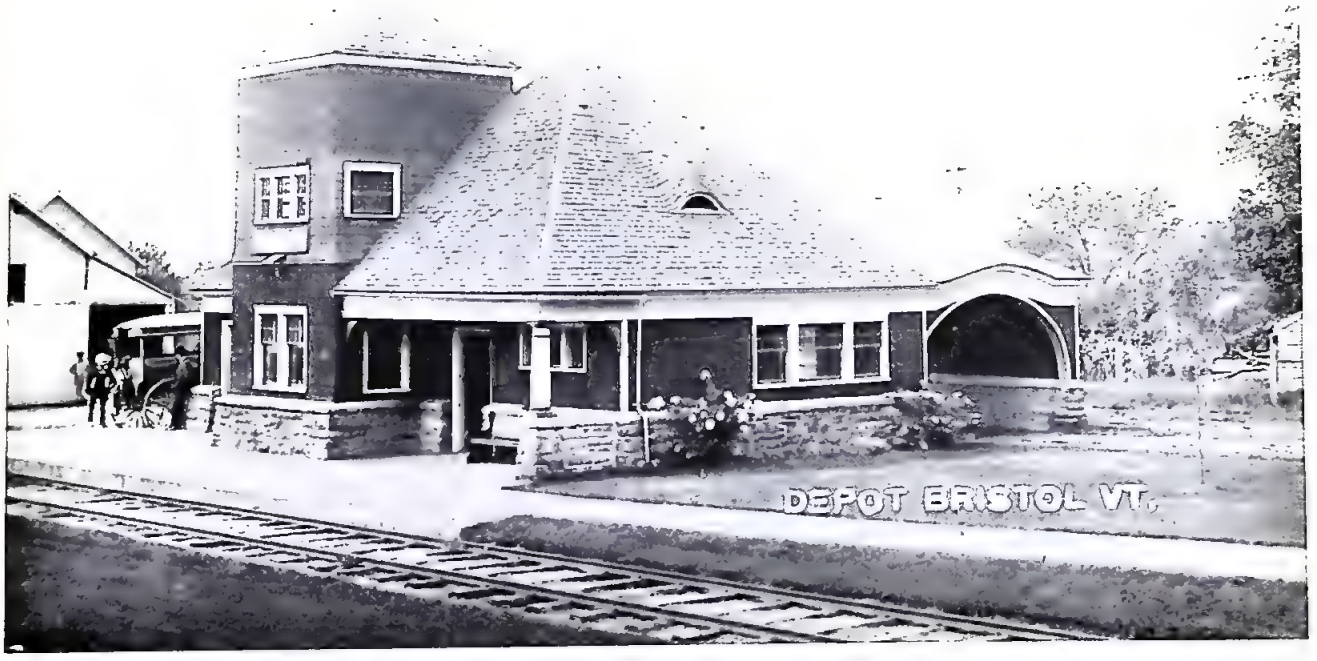
– a Boston & Maine train approaches the depot about 1900 when the B&M was leasing the little railroad.

BLODGETT, N. H.

BARNSTEAD, N. H.

CENTER BARNSTEAD, NEW HAMPSHIRE

— the end of the line on the S.V. RR. 23 miles from Suncook.



BRISTOL, VERMONT
— on the Bristol Railroad — 1910.

The little Bristol Railroad was first chartered in 1881, however, difficulty in finding money for construction delayed the opening of the railroad for ten years. It was in 1891 that Percival W. Clement, an important banker from Rutland, took control of the company and provided the funds to make the Bristol Railroad a reality. The "grand opening" was on January 5, 1892, when the first passenger train operated over the entire 6.26 miles between Bristol and the Rutland Railroad connection at New Haven, Vermont. That spring, construction started on the little Bristol depot which was to become one of the State's finest stations. The State Railroad Commissioners inspected the depot in 1893, and reported "the flush water closets and wash bowls make the depot a model of taste and convenience." The Bristol continued to serve the community into the twenties when declining revenue put the railroad into the hands of a receiver. There being no way to get the railroad going on a profitable basis, the last run was made on April 12, 1930, and the railroad was abandoned. The little depot is about all that survives of the Bristol Railroad, other than memories. The depot is now a private dwelling.

The St. Johnsbury and Lamoille County Railroad operated almost 100 miles of track across northern Vermont between St. Johnsbury on the east and Swanton on the west. Although it was controlled by the Boston & Maine Railroad for many years, it is now independent. Daily freight trains serve industries along the railroad and "bridge traffic" is carried between the Central Vermont at Swanton and the Canadian Pacific, Maine Central and B&M at St. Johnsbury.

MORRISVILLE, VERMONT — 1930

MORRISVILLE — 1890

EAST HARDWICK, VERMONT — 1910

ST. JOHNSBURY & LAKE CHAMPLAIN R.R. CO.
Good for One Continuous Passage between
EC EAST HARDWICK, Vt.
J-150-F-315 AND
MORRISVILLE, Vt.
6694
Within 30 Days including date issued. Subject to tariff regulations.

GREENSBORO, VT.

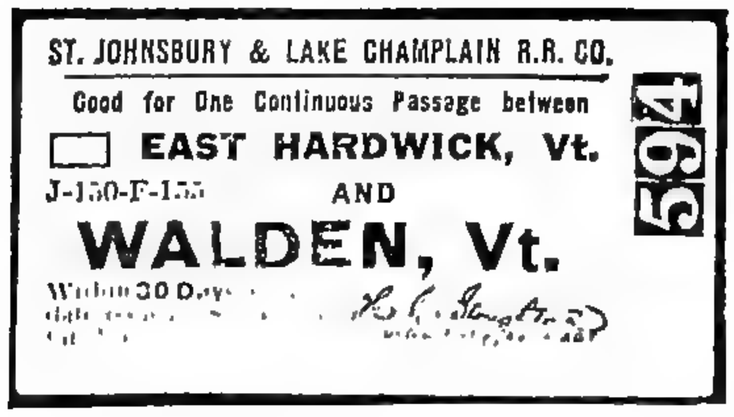
— 27.8 miles west of St. Johnsbury.

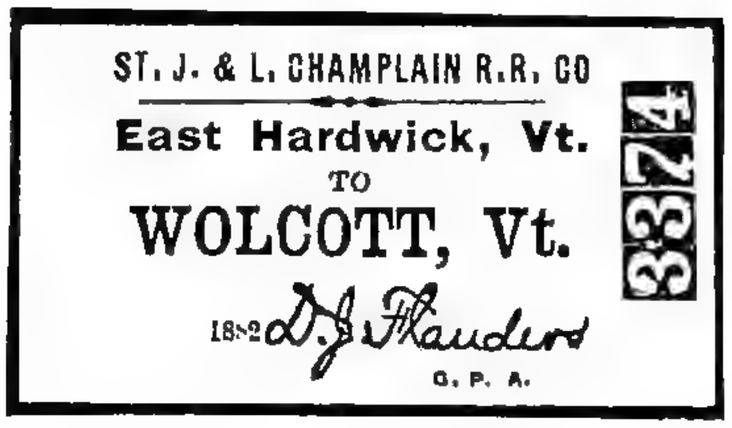
WALDEN, VT.

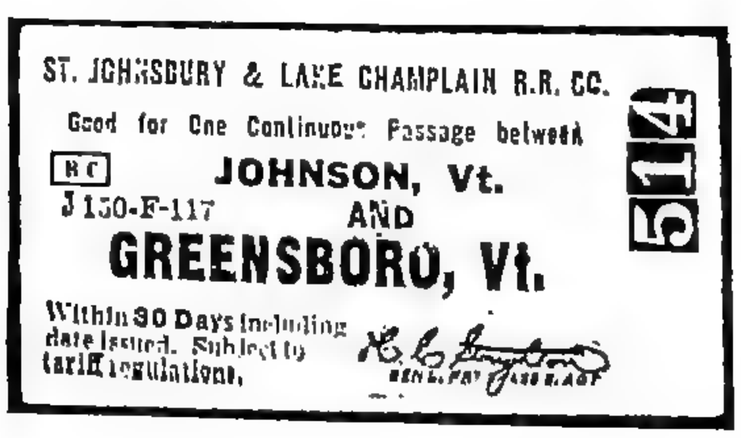
– 19.7 miles from St. Johnsbury. In the stage days you could change here for the stage to Cabot.

WEST DANVILLE, VT.

– while the station windows are boarded up it appears to be open considering the smoke from the chimney. 1940





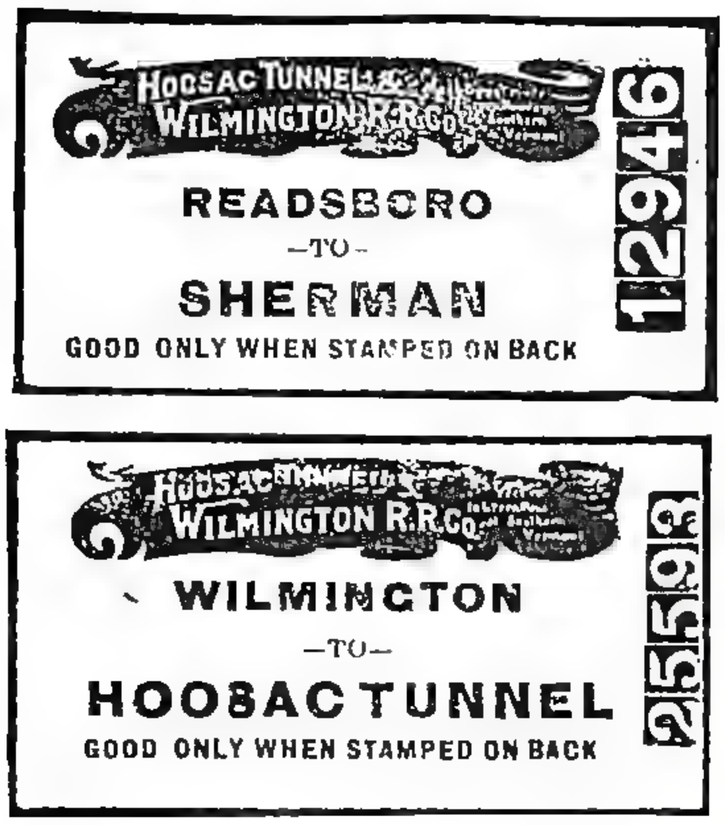

ST. JOHNSBURY & LAKE CHAMPLAIN R.R. CO.
Good for One Continuous Passage between
RC
JOHNSON, Vt.
J 150-F-117 AND
GREENSBORO, Vt.
Within 30 Days including date issued. Subject to tariff regulations.
514

WEST RIVER RAILROAD

The West River started out life as the Brattleboro & Whitehall Railroad, a three-foot gauge line extending from a connection with the Central Vermont at Brattleboro to South Loundonderry, Vermont – a distance of 35 miles. In 1905, the West River Railroad was chartered to take over the bankrupt B.&W.R.R. and the track was relaid to standard gauge. Before long the Central Vermont had control of the West River and it was operated as a branch of that line. Increasing costs and declining traffic had the same effect on the West River as they had on other short line railroads and the railroad was returned first to independent local management, and then when the cost of operation became too high, the railroad was abandoned. The last train ran in 1936.

WARDSBORO, VT.

WEST TOWNSEND, VERMONT



HOOSAC TUNNEL & WILMINGTON RAILROAD

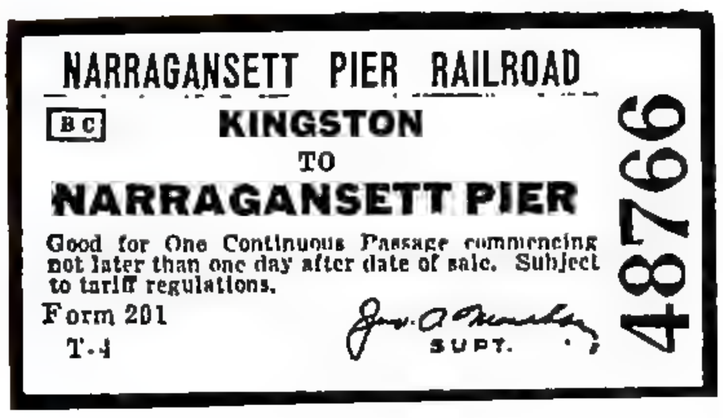
WHITINGHAM, VT.

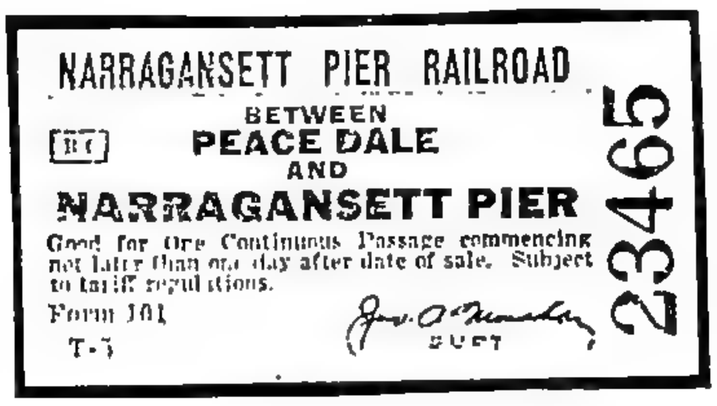
— from the station side about 1910.

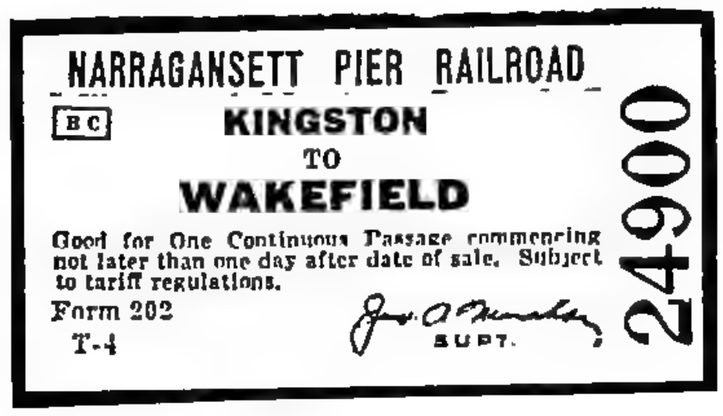
The Hoosac Tunnel & Wilmington was opened as a narrow gauge railroad between Wilmington, Vermont and Hoosac Tunnel, Mass., on the Boston & Maine in 1886. The line was relaid to standard gauge and the track cut back to Readsboro. Reduced traffic and high operating expenses forced the abandonment of the eleven mile "Hoot, Toot & Whistle" in 1971.

WHITINGHAM (DAVIS BRIDGE), VERMONT — 1900

The Naragansett Pier Railroad first started operating trains over a eight and a half mile line in 1876. During its heyday, around the turn of the century, Naragansett Pier was a fashionable resort and the wealthy traveled over the N.P. in private cars. A trolley, the Seaview Electric Railroad also had trackage rights between Peace Dale and the Pier for a time. Passengers no longer travel over the Naragansett Pier on a regular basis but the little railroad still carries freight over six route miles between a connection with the Penn Central at Kingston and Peace Dale. The railroad's general office is located in the Peace Dale depot.







PEACE DALE, RHODE ISLAND

– the ladies wait on the left and the men on the right for Sea View trolley that will take them to Naragansett Pier.

PEACE DALE, R. I.

— the depot is the general office of the N.P. RR.

WAKEFIELD, R. I.

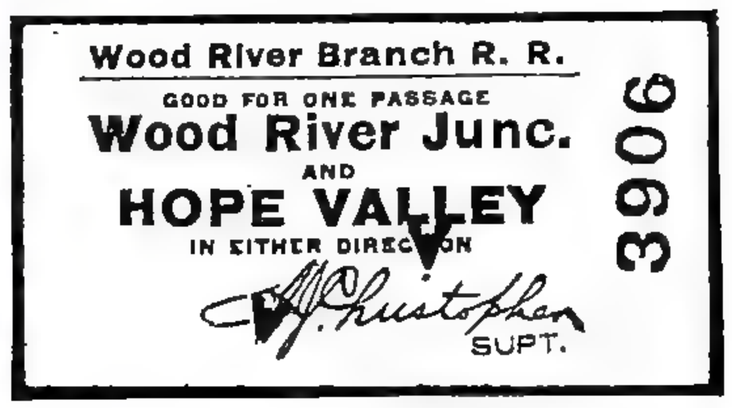
— 1880.

NARAGANSETT PIER, RHODE ISLAND

— 1902. The "Pier" was a very fashionable resort during the early 1900's.

WOOD RIVER BRANCH RAILROAD

WOODVILLE, RHODE ISLAND

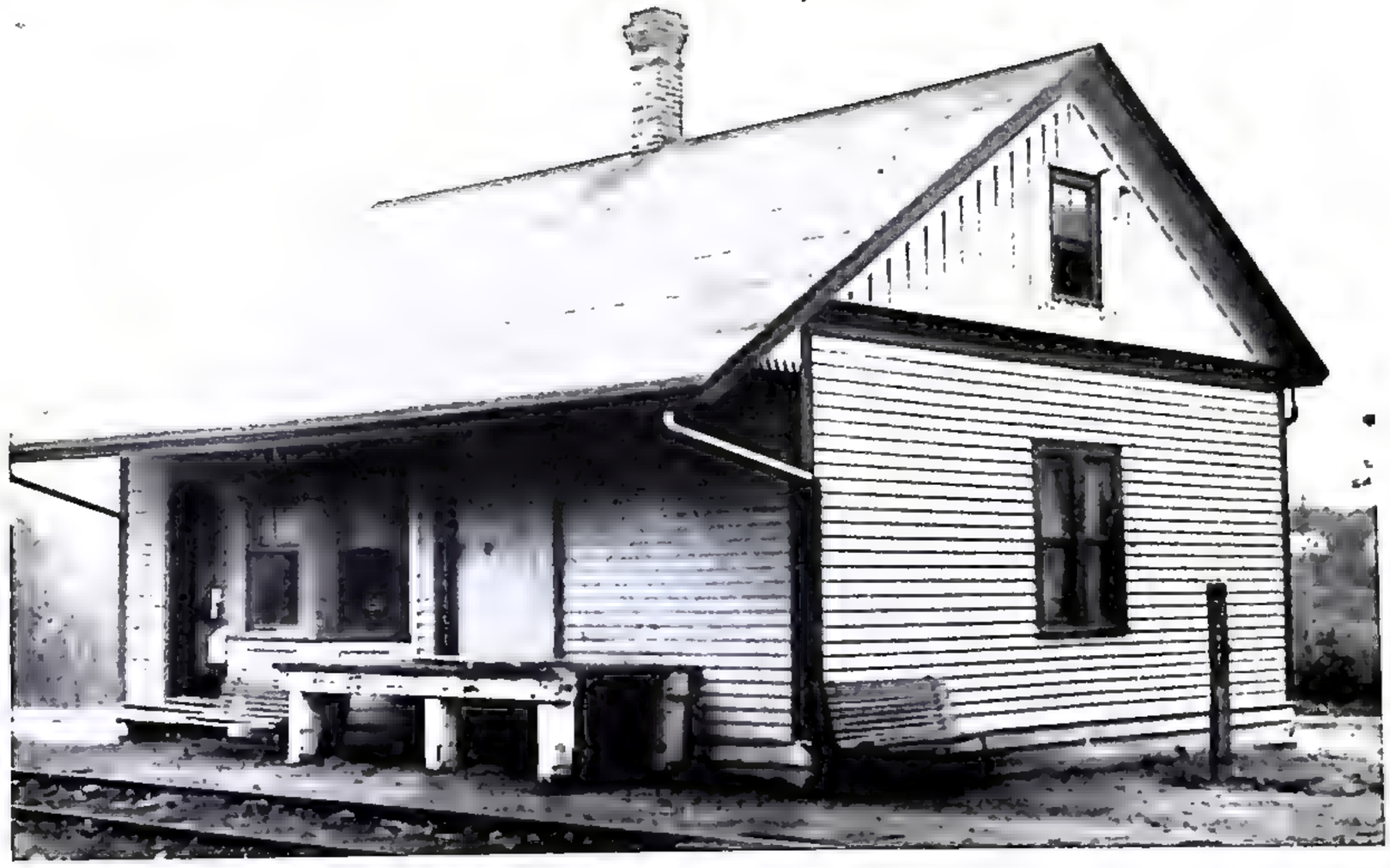


The Wood River Branch Railroad Company was incorporated in 1872, and opened for traffic July 1, 1874, between Wood River Junction, Woodville and Hope Valley – a total distance of 5.624 miles. The New Haven gained control of the railroad and operated it for many years. Declining traffic forced abandonment of the railroad in 1947.

GRAFTON AND UPTON RAILROAD (RIGHT)

The Grafton & Upton was incorporated in 1873 as the Grafton Center Railroad. The name was changed to the Grafton & Upton in 1888. All passenger traffic was discontinued in 1928. The G&U presently operates diesel powered freight service over 15 miles of track between Grafton, Upton and Milford, Mass.

GRAFTON, MASS.



UPTON, MASS.

WEST UPTON, MASS.

It has often been said that the folks in Maine are perhaps just a little tighter with a dollar than people elsewhere and while that may or may not be true, it is true that in the late 1800's there were large areas of Maine which had yet to be developed by railroads and the major factor was one of costs. Then it became known that out west, railroads were being built to a gauge of only 3 feet (standard is 4 feet 8½ inches) at a great reduction of cost – and so the Yankees of Maine pondered the idea that railroads built to a gauge of two feet would be even cheaper to build. They were indeed, and during the late 1800's, five miniature railroad systems developed.

The largest of the two-footers was to be the Sandy River & Rangeley Lakes Railroad which was formed in 1908 as a consolidation of the Sandy River R.R., the Franklin & Megantic R.R. and the Kingfield & Dead River R.R. In due time the S.R.&R.L. got around to absorbing the Phillips & Rangeley R.R., the Madrid R.R. and the Eustis R.R. to make a railroad with more than 120 miles of track. The principal freight was lumber in the early days, and later tourists. About 1919, the Maine Central purchased control of the S.R.&R.L., and held it until the railroad went bankrupt about 1923. The railroad was reorganized by local interests and continued to operate until 1935, when the last train was run.

Another two-footer that was to come under control of the Maine Central was the Bridgton & Saco River R.R. which was organized in 1881 and opened from Bridgton Junction, on the Main Central to Bridgton in 1883. The railroad was extended to a total length of 21 miles when the Harrison extension was completed in 1898.

In 1912 the Maine Central took control of the B.&S.R. The principal traffic at the time was forest products, passengers, and the U.S. Mail. In 1927, the railroad went into receivership and emerged the following year as the Bridgton & Harrison Railway with the local folks in control. Traffic started a rapid decline. The track between Harrison and Bridgton was abandoned but somehow the rest of the railroad continued to survive until 1941 when it was scrapped.

The shortest of the little fellows was the Kennebec Central Railroad which was opened for business in 1890 between Randolph (Gardner) and the National Soldiers Home – 5 miles distant. In the early years the main traffic on the "Togus Road" as it was called was passenger traffic, however by 1925, there was hardly any traffic at all and revenue was a paltry $18,000. Nevertheless the railroad continued to operate until 1929, when service was suspended. The equipment was sold in 1933.

Another of the two-footers was the Wiscasset, Waterville & Farmington which operated out of Wiscasset where it connected with the Main Central's Rockland branch.

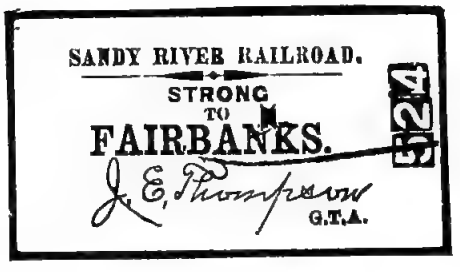
The W.W.&F. started life about 1890 as the Wiscasset & Quebec Railroad which was projected to extend from Wiscasset to Quebec. Not too surprisingly the railroad never quite made the Canadian border. During the next ten years, the railroad did manage to wander around the countryside – first toward the Main Central's Belfast branch, then towards the Sandy River line at Farmington. The railroad ran out of money in 1900 and the following year it was sold to the Wiscasset, Waterville and Farmington which never was to go to either Waterville or Farmington but extended only to Albion, Maine, a distance of 43 miles. The railroad was reorganized again in 1907, and sold a couple of times. It continued to haul lumber, passengers and mail until 1933, when on June 15, a southbound train derailed at Whitefield and that was that.

The last of the two-footers was the Monson Railroad, known as the two-by-six because it was two feet wide and six miles long. It was chartered in 1882 and opened from Monson Junction on the Bangor & Aroostook to Monson, the following year. During its entire history it never expanded or changed its route. Principal traffic was slate products which kept the railroad going until 1943 when it was closed down and torn up.

One would think that the remnants of the two-footers would have vanished from the face of the earth long ago and perhaps they would have, had it not been for a wealthy rail buff Ellis D. Atwood. He purchased locomotives and cars and moved them to South Carver, Massachusetts where he set up his Edaville Railroad. At first it was just for his own amusement, but others were also amused and traveled to South Carver. Soon it became apparent that the Edaville was to be an attraction in itself. It remains one of the most interesting railroad museums in the country today.

SANDY RIVER & RANGELEY LAKES RAILROAD

PHILLIPS, MAINE



STRONG, MAINE
– the first depot allowed the train to come in out of the cold. It burned down.

STRONG, MAINE
– the second depot (below).

RANGELEY, MAINE

Sandy River & Rangeley Lakes R.R.

RANGELEY
TO
STRONG

1-10-17

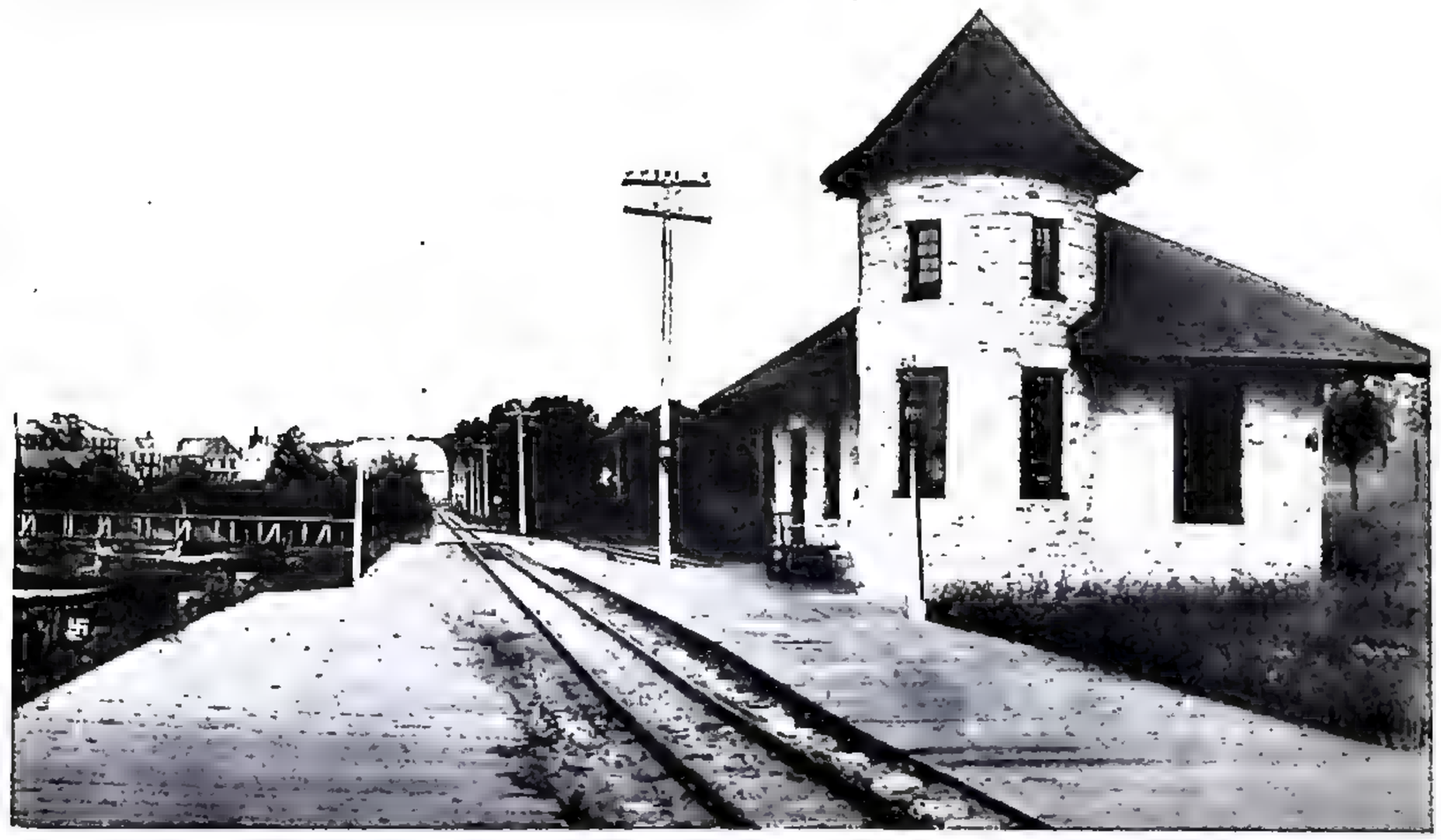
F. N. Peal
General Manager

1227

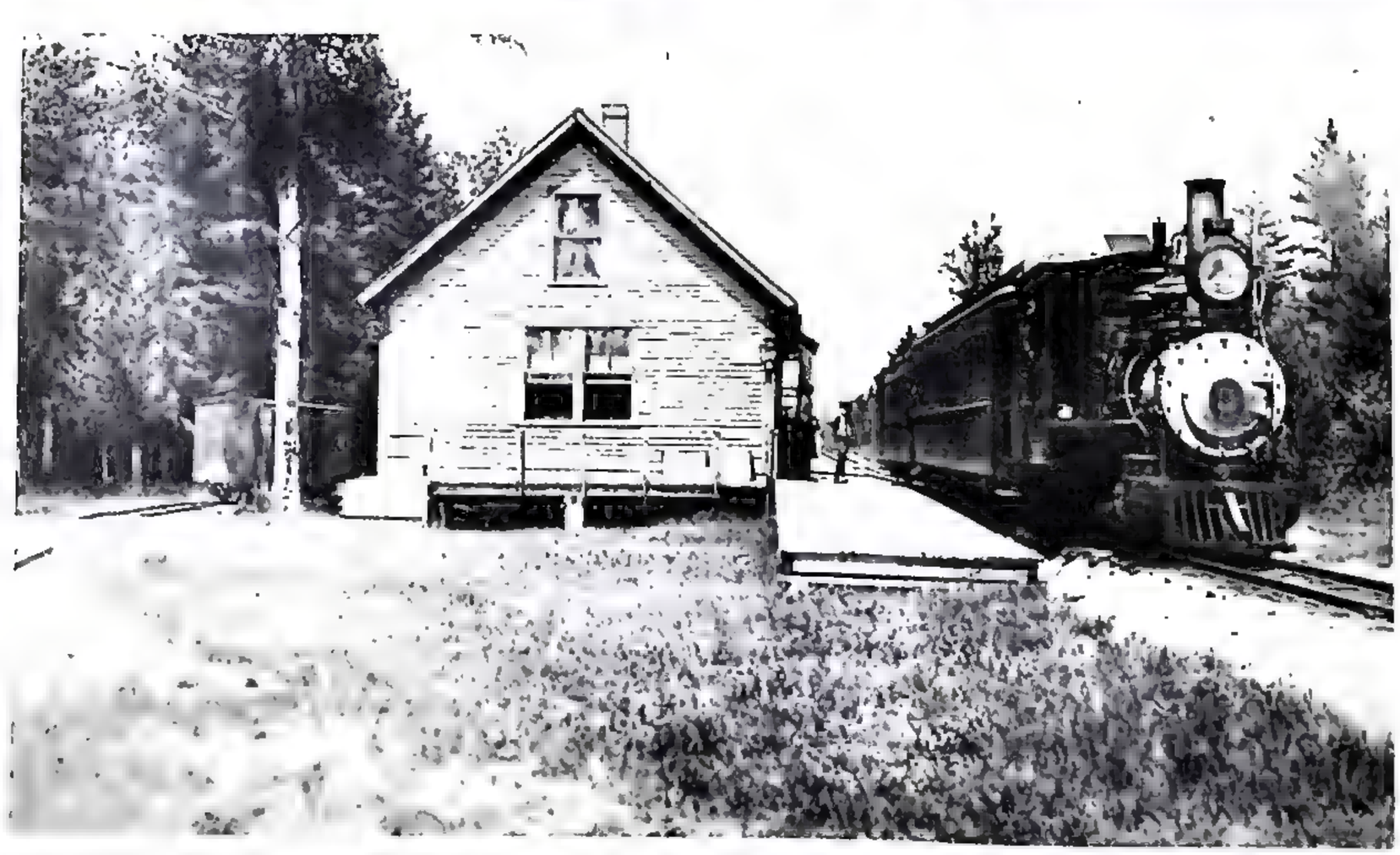
Rangeley Lake House Station, Rangeley, Maine.

RANGELEY LAKE HOUSE, MAINE

— a stone station.



CARRABASET, MAINE



Sandy River & Rangeley Lakes Railroad
BC KINGFIELD to
CARRABASSET, Me.
Good for One Continuous Passage within thirty days from and including date of sale.
Subject to tariff regulations. 03415 L1
G. H. Robinson
TRAFFIC MANAGER
8868

Sandy River & Rangeley Lakes Railroad
RF CARRABASSET to
FARMINGTON, ME.
Good for One Continuous Passage within thirty days from and including date of sale.
Subject to tariff regulations. 184231 L1
G. H. Robinson
TRAFFIC MANAGER
8962

BIGELOW, MAINE

BIGELOW, MAINE

– traffic was good so the station was enlarged.

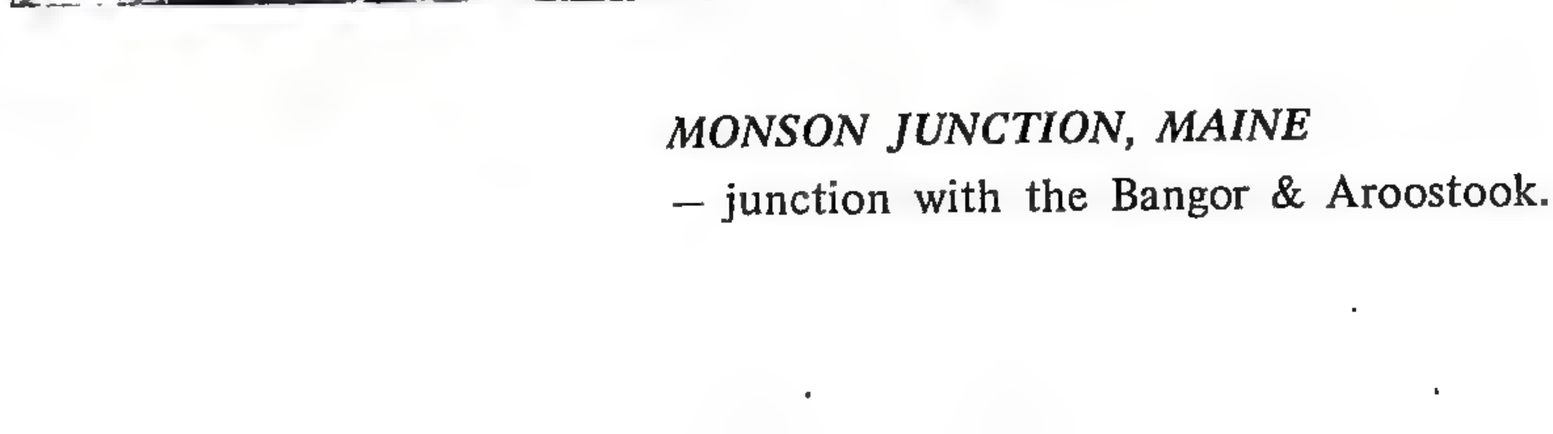
NORTH BRIDGTON, MAINE

HARRISON, MAINE
— 1922.

MONSON RAILROAD

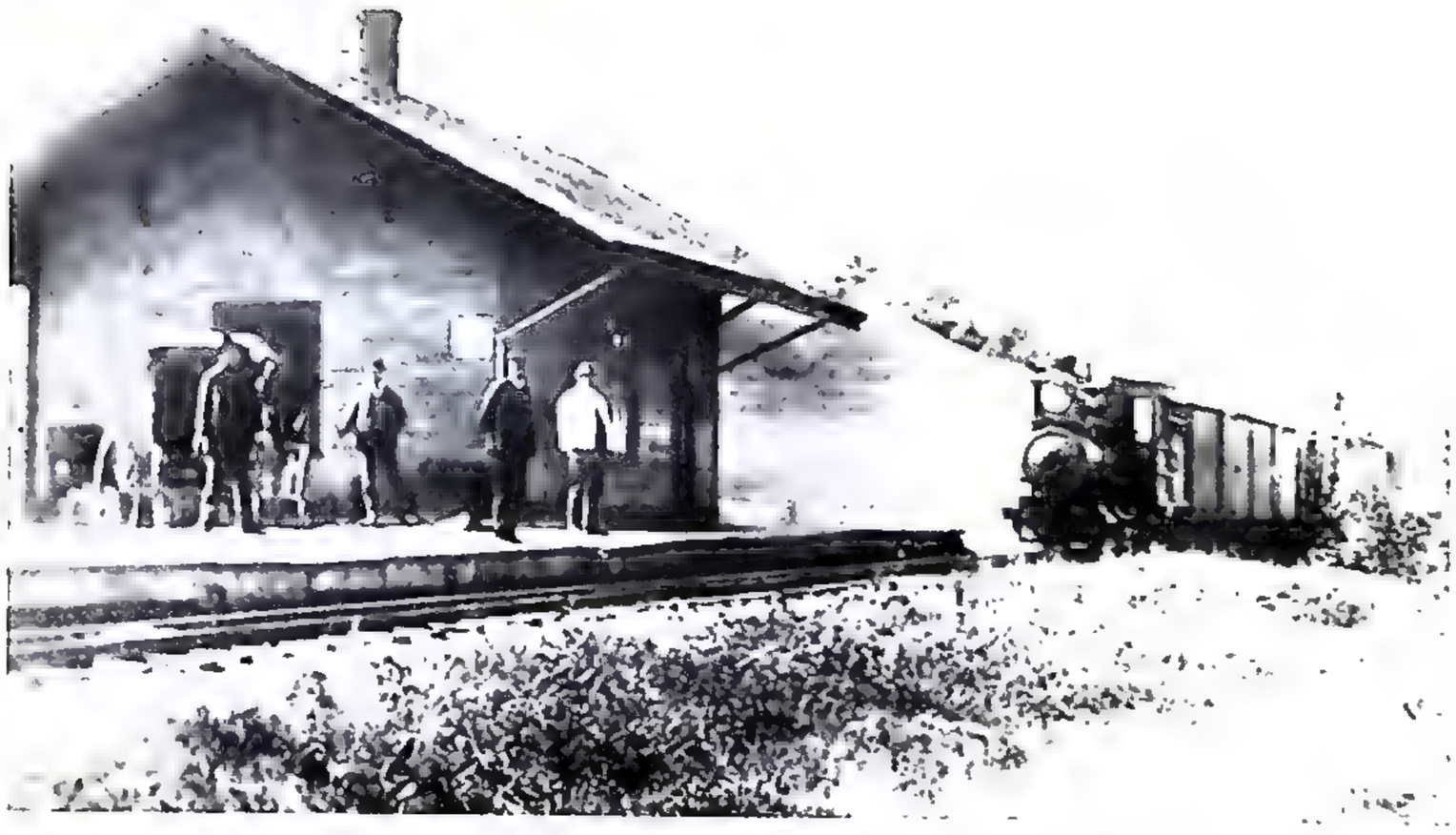
MONSON JUNCTION, MAINE
– junction with the Bangor & Aroostook.

MONSON, MAINE
– the train prepares to leave Monson about 1899.



WISCASSET, MAINE

– junction with the Maine Central's Rockland branch.



HEAD TIDE, MAINE

– train time as #2 approaches the station.

NORTH WHITEFIELD, MAINE

– 1906 view shows all the milk cans lined up in a row.

KENNEBEC CENTRAL RAILROAD

GARDINER, MAINE

BOSTON, REVERE BEACH & LYNN (RIGHT)

The Boston, Revere Beach & Lynn Railroad chartered in 1874, and opened as a three-foot gauge railroad the following year. Principal traffic was passengers traveling from East Boston to Lynn and Winthrop.

OCEAN SPRAY
(WINTHROP) MASS.

REVERE BEACH, MASS.

POINT SHIRLEY, MASS.

DELAWARE & HUDSON RAILROAD

RUPERT, VERMONT
— on the Delaware & Hudson RR.

"The D&H"

Index and Acknowledgements

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P. Fuller — Vermont Railway Museum
Shelburn Museum
470 Club
Rowe Historical Society

Special thanks go to Tom Chamberlain for the use of many of the old railroad passes.

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Notes

As noted earlier, most of the country depots were designed by company architects, however, in many cases outside firms were given contracts to design stations. Some of the more important station architects would include:

HENRY HOBSON RICHARDSON was considered a "genius" by many of his contemporaries. His most noted work was the Trinity Church on Copley Square in Boston, which was built in 1877, and hailed as the finest church edifice in New England. He directed some of his activities towards railroads starting in 1880, and designed nine Boston & Albany stations as well as two New Haven and one Boston & Maine station prior to his death in April, 1886. Many of the Boston & Albany stations were built of Quincy and Milford granite and trimmed with "Longmeadow stone". They were solid, heavy timbered depots with slate roofs and designed to stand for a long time.

The stations included:

1881	Auburndale, Mass. (B&A)	1884	Brighton, Mass. (B&A)
	North Easton, Mass. (NH)		Waban, Mass. (B&A)
	Palmer, Mass. (B&A)		Woodland, Mass. (B&A)
1883	Chestnut Hill, Mass. (B&A)		Eliot, Mass. (B&A)
	Holyoke, Mass. (B&M)	1885	Wellesley Hills, Mass. (B&A)
	South Farmingham, Mass. (B&A)		New London, Conn, (NH)

SHEPLEY, RUTAN & COOLIDGE was the firm which succeeded Mr. Richardson. They continued to design stations in the New England area from 1886 through 1918. Some of these depots were Newton, Newton Highlands, Allston, Ashland, Dalton, Fairfield, Reservoir (Brookline), Springfield, Wellesley, Newton Center, South Braintree, Warren, Charlton, Hinsdale, Millbury, Boston – North Station, East Brookfield, East Chatham, Longwood, Riverside, Saxonville, Wellesley Farms, Boston – South Station, and Plymouth – all in Massachusetts. They also designed stations at Norwich and Hartford, Conn., and Lewiston, Rockland and Rumford Falls, Maine. The firm designed a number of stations outside of New England, mostly for the New York Central lines.

HENRY AUSTIN designed the New Haven, Conn., depot built during 1848–49, which was notable because it combined Italian, Indian and Chinese styles.

THOMAS TEFFT was the architect of the Providence, R.I., station built in 1848. The Romanesque building was long considered one of the 10 best designed buildings in this country.

McKIN, MEAD & WHITE in 1909, designed the Waterbury, Conn., station which was noted for its very tall clock tower. The station still stands and is used as a newspaper office.

BRADFORD LEE GILBERT was a New York City based architect who designed stations throughout the United States. Some of his depots in New England include: Amoskeag, N.H., Ashmont, Mass., Beverly, Mass., Bridgewater, Mass., Canton Jct., Mass., Concord, N.H., Fall River, Mass., Laconia, N.H., Lowell, Mass., New Boston, N.H., and North Abington, Mass. Most of the depots in Massachusetts were for New Haven lines, while those in New Hampshire were for the Boston & Maine.

GRIDLEY BRYANT designed the Norman style station at Salem, Mass., which was built in 1847.

HENRY HOLLEY was architect of the Victorian/Gothic depot at Taunton, Mass., built in 1865.

RICHARD UPJOHN designed the modest station for Norton, Mass., during 1852–53.

Some further depot information –

THOMASTON, MAINE, is probably the oldest building used as a railroad station in this country. The station building was built in 1794, on the estate of General Henry Knox, and used as a servants quarters. The General's mansion was torn down in 1871, however, the servants quarters was purchased by the Maine Central and used as its station. The only modification to the outside of the building was the addition of a bay window on the track side. The Knox Memorial Association now owns the building which is used as a museum of historical items of local importance.

MILLIS, MASS., has a handsome station erected in 1885–6 by the heirs of Lansing Millis, for whom the town was named. The station was constructed mainly of field stone with some "special" and unusual stones used. While the New Haven operated passenger trains through Millis, the railroad used the first floor for its office and waiting room while the second floor was the town office and library. Following the last train out of Millis in 1965, the town reclaimed the depot and now uses the entire building for town offices.

NORTH CONWAY, N.H., with its unusual Russian design is said to have been inspired by either the president of the Boston & Maine Railroad or his son, who was traveling through Russia around the turn of the century. It seems that this is probably just a story though and the true reason for such an unusual building in rural New Hampshire remains obscure.

WORCESTER, MASS., was rebuilt in 1909, as part of an extensive grade crossing elimination. While it was by no means a country depot, it was one of the finest "minor" terminals ever built in the United States. It served trains of the Boston & Albany, New Haven and Boston & Maine.

Most of the preceeding information was provided by Herbert H. Harwood.

For those with further interest in depots, it is suggested that they contact:

RAILROAD STATION HISTORICAL SOCIETY
430 Ivy Avenue
Crete, Nebraska 68333

This dedicated group publishes an interesting bulletin for its members on a regular basis. Membership cost is nominal.

Old or unusual photos and data on New England depots is solicited by the author – please contact Edward A. Lewis, Box 81, Arcade, New York 14009.

Bangor & Portland Ry. Co.

1891

Pass Frank W. Baker Gen Supt
B & P. aft
Addison & Pennsylvania Ry

UNTIL DECEMBER 31ST 1891, UNLESS OTHERWISE ORDERED

No 1443

President.

Wood River Branch

RAILROAD.

Pass Frank W. Baker Gen Supt
UPON THE CONDITIONS ENDORSED HEREON,
Addison & Penn. Railway—
Until December 31st,

1891

UNLESS COUNTERMANDED.

Superintendent.

SUNCOOK VALLEY RAILROAD

NO. 1-78

PASS W. I. Hall - Auditor
Belfast & Moosehead Lake R.R.

Belfast, Me.

OVER ALL LINES DURING CURRENT YEAR, UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

George S. Fowler
GENERAL MANAGER

1885

BOSTON, HOOSAC TUNNEL & WESTERN RAILWAY COMPANY.

PASS Mr. C. J. Ives
Prest. & G. Supt. B. & R. & N. Ry.
UNTIL DECEMBER 31, UNLESS OTHERWISE ORDERED

No. B459

NOT TRANSFERABLE.

Hoosac Tunnel & Wilmington R. R.

Pass Frank W. Baker Supt
Addison & Pa. R.R. Co.
UPON THE CONDITIONS ENDORSED HEREON.

Good until Dec. 31, 1888 unless revoked

President.

Central New England Railway Co.

1914

No. 2576

PASS

BETWEEN

UNTIL 1914

UNLESS OTHERWISE ORDERED, AND SUBJECT TO CONDITIONS ON BACK
TO BE SURRENDERED TO THE COMPANY UPON EXPIRATION OR TERMINATION OF EMPLOYMENT.

COUNTERSIGNED

NOT GOOD UNLESS COUNTERSIGNED BY A. N. ELDER OR J. W. QUINN

G. W. Clark
GENERAL SUPERINTENDENT

1939
1940

BANGOR and AROOSTOOK
Railroad Company

No. 1068

PASS *** MR. W. I. HALL ***
AUDITOR
BELFAST AND MOOSEHEAD LAKE RR CO

OVER ALL LINES
UNTIL DECEMBER 31ST 1940 UNLESS OTHERWISE ORDERED
AND SUBJECT TO CONDITIONS ON BACK
VALID ONLY WHEN COUNTERSIGNED BY R H. MACCREADY OR H P HINCKLEY

COUNTERSIGNED BY

H P Hinckley

PRESIDENT

THE DELAWARE AND HUDSON RAILROAD CORPORATION

1953-54

A14886

Pass Mr. A. M. Bastress - - -
Traffic Manager
Maryland & Pennsylvania RR Co.

Valid when countersigned by
H. W. S. Bowes, J. T. Scarff, J. B. Van Dyk
or W. M. Levins

J T Scarff

Vice-President & General Manager